NAVAL AVIATION

NEWS

Reserves in Action

VAU's Forge Ahead

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MARCH 1951

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SKYRAIDER CRASH-LANDS ON CARRIER AFTER AA DAMAGE

Philippine Sea cameraman catches spectacular series showing plane engine breaking off, rolling 300 feet up deck, pilot scrambling out of cockpit and walking off with corpsmen after flames quenched

Weekends Lost

RESERVES ON (WAR) WAGON

WHEN HALF the people in a squadron fly all the way across country for Christmas leave in the area of one city it can mean only one thing—it's home.

Such geographical homogeneity within the structure of a fighting team is not the usual Navy pattern. But in the case of Patrol Squadron 931 at NAS WHIDBEY ISLAND, Wash., the phenomenon is logical. It is one of the reserve squadrons lifted *in toto* from its home bailwick for active duty, in this case Willow Grove, (Philadelphia) Pa.

Scattered from coast to coast but mostly west of the Mississippi, reserve squadrons are in the process of getting ready for first line operations. Several have already been deployed to the Western Pacific. Others are almost ready to join the fray in the battle zone.

To discover what it means to be snatched from civilian life on short notice to become part of the Navy's fighting team, *Naval Aviation News* visited some squadrons based on the west coast.

From many walks of life officers and men were uprooted from their homes and occupations. There were heartaches and economic strains aplenty, but everyone turned to willingly. Hardship deferments were exceptions. In some cases, they were given 48 hours to report. In from four to 10 days, the squadrons were on the west coast, transported by air from Boston, New York, Philadelphia and Detroit.

Life for them has been a busy round of crew, pilot, maintenance and administrative training. Now they are ready to give regular units a much needed rest.

Base radio for VF-721 while based at NAS EL CENTRO is operated by John Spindler, ALC; it can be shivery in the Imperial Valley

Former doll manufacturer Lt. (jg) Anthony is helped into *Panther* cockpit by Forbes, ADE2, of Owego, N. Y.; pilots like jet planes

Training And Hard Work Have Paid Dividends In Readying Reserve Squadrons For Fight

FROM A WEEKEND organization to a full-fledged Navy fighting unit is not an easy transition. There have been plenty of headaches in making the switch.

Training officers on the staff of Commander, Air Force, Pacific Fleet, had to improvise and adapt training schedules to the reserve outfits who had to learn about new planes and combat tactics.

Squadrons which had to pick up on short notice arrived at fleet stations incompletely equipped and with personnel complements below those of regular units. They were rusty on administrative procedures. Planes which they had flown and maintained on weekend drills were obsolescent. But the experience and know-how was there. In a matter of three to five months, every squadron could compete on equal terms with all of the efficient fleet outfits.

Squantum men Corp., Cunningham, TSgt. Michalowski, Sgt. Schoppelry, repair F4U

Mobilization wasn't confined to the recalled squadrons. It meant plenty of rushing around on the part of supply and training activities. Planes and spare parts which had been preserved after World War II were broken out. All activities had to hire additional personnel and work overtime.

While new planes were demothballed by Overhaul and Repair shops, the pilots and crewmen were scattered to a wide variety of schools. Pilots brushed up on instrument flying, electronics at the Fleet Airborne Electronics Training Units, night vision, air information, anti-submarine warfare, combat tactics, weapons and administration.

Flight crewmen learned to shoot their guns and be members of airborne teams. Maintenance personnel took courses in trouble shooting in the engines, structures, electronics gear and hydraulics. In some cases men traveled all the way across country to attend the J-42 jet engine school at Pratt & Whitney Aircraft Corp. in East Hartford, Conn.

Lt. Phillips, Severs, AOU1, Lt. Crandall of VF-781 inspect 20mm ammo for *Panther*

Sudden influxes of students at these schools were taken in stride. It was training, training, training. Here were men who had kept up an interest in the Navy through the Organized Reserve. They were experienced old hands. The attitude is, "Let's turn to. The sooner we get this over with the sooner we'll be home."

Training included more than 20 separate items. In addition to those mentioned above there were instrument training, oxygen chamber checkout, air support course, radiological safety, naval justice, and operational flight training in trainers especially designed for one particular type of plane.

Qualification of carrier pilots aboard ship was a problem because no aircraft carrier was available on the west coast. In one instance almost an entire air group flew to Pensacola to check out aboard the carrier there.

Squadrons entered the competition for battle efficiency awards. Pennants are awarded annually to squadrons flying similar type aircraft for performance in safety, tactics, administration, material condition and personnel inspections. Units scoring highest are awarded pennants and the enlisted personnel are given prize money. Competition will be keener than ever.

In most cases squadron enlisted personnel were augmented by regular Navy men. In the hands of veterans, these youngsters have caught the spirit of deadly seriousness which characterizes the reserve squadrons.

Typical of squadrons which have gone to the West Coast is VP-731 from Grosse Ile (Detroit), Mich. Under the leadership of LCdr. H. S. Wilson, who in civilian life was a civil engineer, the

squadron made the shift to San Diego in 13 R4D's furnished by Reserve stations.

On a hot day in July, the 20th, to be exact, LCdr. Wilson received word that he was to report at 0800 the next day. Telephones were kept busy that day and night notifying squadron members. Within one week they were ready for the trek across country. Plenty of midnight oil had been burned in getting personnel and squadron records and gear together. Pilots and crewmen bade farewell to families and friends.

They had been flying PBY-5A's. Their new task was to master the huge Martin PBM-5's. They were soon settled at NAS NORTH ISLAND. The crews under flight officer Lt. L. W. Wickenheiser put in 80 hours a month and got the planes ready for the trans-Pacific trek. Some of the pilots had never flown off the water before, but soon became seagoing aviators.

Coming from Detroit, most of the men are taking a licking on pay. Average wage in that area is $80.00 per week. One of these men is C. B. Lyle, ADE3, who worked for the Briggs Co. on final assembly of Plymouth car bodies. Plane Capt. H. K. England, ADE1, worked for Chrysler.

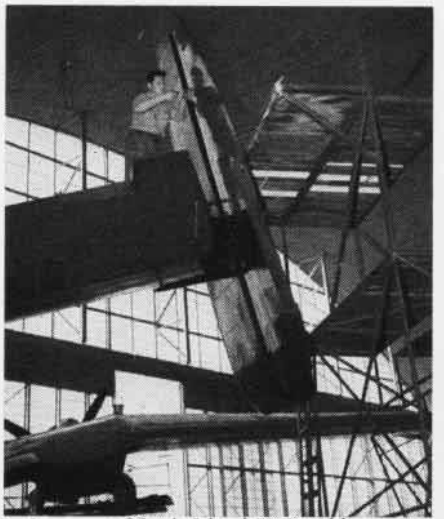
Corp. Nicholas J. Dorn, Elmhurst, L. I., washes down F4U fighter-bomber of VMF-232

Lt. Donald G. Parker of the squadron drove from Cadillac, Mich., for his weekend drills—a round trip of 450 miles. He was a technician for B. F. Goodrich.

Across the Sierra Nevada range from San Diego lies the Imperial Valley. Ideally located near air-to-air gunnery areas and bombing and rocket targets is the Naval Air Station at El Centro in the valley. Many of the Reserve carrier squadrons spend two weeks at a stretch there. Flying from dawn to dusk, it doesn't take long for gunnery and bombing proficiency to increase.

It's a far cry from the drug store Dayl E. Owens, AOC, owned and operated since 1946 in Lake Bluff, Ill., to supervising the arming of F9F's in FightRon 721

During one recent period Fighter Squadron 721 from Glenview, Ill., took the valley "cure." They are flying F9F *Panthers*. Enthusiasm is the word for this group whose theme song is, "I Used To Live In Chicago. I Did, But I Don't Anymore." The transition from the prop fighters they flew as weekenders to jets has made them happy pilots.



In hangar at North Island K. F. Abbott, AM2, makes repair on rudder of PBM of VP-731

When they first arrived at AirPac VF-721 had to fly *Corsairs* until the *Panthers* were available. Logs of these inverted gull wing fighters read like "Tales of the South Pacific."

Perhaps unique in the Navy is the combination of skills possessed by Aviation Chief Ordnanceman Owens of the squadron. He is also a registered pharmacist. The squadron has two attorneys and an optometrist among its officers.

Panthers of VF-721 are slated to fly in the first all-Reserve air group.

Also flying F9F's is VF-781, presently at NAAS MIRAMAR. This squadron made history by volunteering in a body from NAS LOS ALAMITOS. LCdr. Collins I. Oveland is skipper. Civilian-wise he was an automobile salesman. He is married and had two boys, four and two years of age. Another ordnanceman with a second skill is Charles J. Severs, 25, who was an accountant with the North American Aviation Corp. He is married and the father of two girls. One of the few bachelor pilots in the squadron is Lt. Jim H. Phillips, 27, of Hollywood, who was an advertising and public relations account executive.

Lyle, AD3, now works on PBM engines; not long ago he helped make Plymouth bodies

Sheltered from blustery Whidbey Island weather, Walker, Simon and Oren of VP-931 work on engine of squadron P2V *Neptune*

Moments for relaxation are taken advantage of at North Island by Jakubowski, M. Williams, Illeman and A. Williams to sail

Marine Squadrons Stress Ground Support; Personnel Problems Took Wisdom of Solomon

Marine reserve squadrons have fared differently. Many of the squadrons were broken up in the urgency of the situation in Korea. Pilots and men were scattered among regular units. They have gone into helicopters, air control, training commands, supply, engineering, ordnance, transport and radar.

Two squadrons so far have remained intact, however. Now located at the Marine Corps Air Station at El Toro, Calif., are VMF-232 and VMF-235, both equipped with *Corsairs*. VMF-235 hails from the Boston area. Plenteously scattered among the squadron men are Mc and O' monickers. The squadron, commanded by LCol. E. V. Mendenhall, contains a host of rooters for the Boston *Braves* and Boston *Red Sox*. When the group was mobilized, every pilot was presented with a *Braves'* baseball cap and the enlisted men received *Red Sox* caps at big ceremonies in Boston.

To protect jet engine Counts, AA, of VF-781, places cover over intake of squadron *Panther*

Not generally known is that a Marine fighter squadron is bigger than a Navy squadron. A Marine air group is the smallest self-sufficient organization in the Marine Corps. VMF-232 and VMF-235 claim some sort of record. While aboard the USS *Wright* 106 pilots were carrier qualified in two operating days.

One man in VMF-235 who really had to tug hard to pull up his roots was Sgt. Lennox Schoppelry, who, at 27, owned his own cabinet shop employing six persons. He hails from Reading, Mass. and is father of a girl three and a boy one. He is a plane mechanic.

From a job as a cable splicer for Consolidated Edison to nursing a *Corsair* was the switch made by Corp. Nicholas J. Dorn of Elmhurst, L. I. He was recalled with VMF-232 which drilled at NAS NEW YORK. His commanding officer is LCol. Floyd A. Gray.

Both of the reserve squadrons at El Toro have regular Marine Corps C.O.'s.

Leaving sunny southern California for the ideal instrument weather of the Puget Sound area, we find FASRON 895 on active duty at its home station of NAS SEATTLE and Patrol Squadron 931 from Philadelphia on duty as NAS WHIDBEY ISLAND.

Seattle was the scene of the training of the first squadron to go to the operational theater in PB4Y's. VP-772, which had flown PV-2's at NAS LOS ALAMITOS, departed for the Pacific in January.

The nine planes of the squadron, led by LCdr. Donald Nittinger, flew an unusual route from Seattle to Hawaii, going by way of Kodiak, Adak and Midway. Reason for this detour was to minimize the length of overwater hops because of heavy loads of equipment, consequently reducing fuel loads.

In making the transition from Seattle to the Aleutians to Hawaii about 35 hours were spent in the air. Most squadron members wound up with head colds as a result of the extreme climatic changes they encountered.

As with most squadrons ordered into the active military service, the personnel of VP-772 are more mature and less happy-go-lucky. About 80% of them are married. The whole affair is less an adventure and more of a task than the last war.

LCdr. Richard Klinge, C.O. of the FASRON at Seattle is well known locally as president of the Seattle local 309 of the Teamsters Union and business agent of two locals of the Auto Sales Union subsidiary to the Teamsters. The squadron maintains PB4Y aircraft.

Activity at Whidbey revolves around becoming thoroughly acquainted with the P2V *Neptune*. The squadron, like others, was airlifted across country. Two other patrol squadrons have been de-

Wiker, PR3, has job of feeding vital oxygen into innards of VF-721 F9F's at El Centro

ployed to operational zones already.

VP-931 has a full complement of CIC officers. Ground training was aided by having mockups of the P2V available. Crews attended technical training unit schools. Nine crews flew 1,000 hours in December.

Many personnel problems had to be handled by C.O. LCdr. John Hess. One involved his pilots who were all patrol plane commanders—48 of them. The adjustment had to be made to 12 PPC's, and like numbers of first and second pilots. Experience and proficiency, rather than rank, were the determining factors.

Flight training involved ASW tactics, navigation and weapons. Multi-engine hunter-killer missions were emphasized.

Foremost among the personnel problems of every reserve squadron were those relating to the dislocations caused by return to active duty. In every case where a squadron was called on short notice, the C.O. was deluged with telephone calls. Most were of a sincere nature, but a few followed the theme, "Well, you got me into this, now get me out."

Hardship cases were evaluated on merit alone. One of the cases involved twin brothers, Ray and Joseph Anthony, both pilots in VF-721. In their home territory, Highland Park, a suburb of Chicago, they own a doll manufacturing concern. If both had been recalled with the squadron, the business would have folded. So Joseph was deferred to keep the business going.

In cases where squadrons were airlifted far from home, the skippers had to consider morale in helping the officers and men transport their families. Leave had to be granted to allow a return to drive the wife and kids back across the U. S. Some wives, courageous

It's hard to tell what S/Sgt. Mike Welsh of VMF-235 thinks about 20mm F9F ammunition

souls, made the trip without their husbands. Several were caught in Rocky Mountain snowstorms and had to be rescued.

With the average age far above that of a regular squadron, the pattern of private life is changed. Liberty hounds are fewer among the men. There are fewer bachelors among the officers to hang around the O Club bar evenings. Men temporarily separated from their families trudge to the station movies or sit in the E Club, the Chiefs' Club or the O Club and watch television. In many cases, they even go to the hangar to clean up some job.

Seven-day work weeks were the rule in some squadrons, mainly on a volunteer basis. When time for deployment approaches, there is only one thing to do—turn to with a will, and all the ex-civilians do that without the whip being cracked.

Security restrictions prevent the full story being told about the Reserve squadrons now. Some have been deployed. Others are in training now. More are being recalled. The Reserve air group mentioned before will soon relieve a regular group for a much-needed rest. Heading the group is Cdr. William W. Brehm who has this to say, "Here was a group in being. The squadrons were intact when I was called from Quonset Point for the job in August. Here I have a group of pilots, all of whom have had operational experience and 52% of whom have seen actual combat. Who could ask for more?"

Cdr. Brehm has been following his pilots in bombing and gunnery at El Centro. "These pilots may be a little older but they can still take three and four rugged hops a day," he said. Squadrons in his group and another group have concentrated into three months all the gunnery, bombing and rocket firing ordinarily scheduled to take a whole year.

Vice Admiral T. L. Sprague, ComAirPac, whose staff burned a lot of midnight oil getting the Reserve squadrons squared away, has this to say about the ex-weekend warriors, "With such a pool of trained pilots and men, the Navy will have efficient fighting teams. The fleet needs their experience. Reserve squadrons can fly better than regular squadrons."

Although they have been told nothing specific about the future, the Reserves realize that their home town units cannot exist as such forever. Their experience some time in the future will have to be shared with newer men as naval aviation expands to meet the demands of military operations.

Perhaps the system didn't work the way some people thought it would, but the Marine and Navy Reserve programs have come through with flying colors. The units were there to call and transform into up-to-date squadrons in a minimum of time.

Brandy, pet of Major Albert I. Hacking, Jr., of VMF-235, gets dubious instruction about combat tactics of Marine F4U *Corsair*

O'Brien, Coneannor, Heineman, Martin, Macholl, Scott, Burkett of VP-731 find it takes plenty of study for celestial navigation

GRAMPAW PETTIBONE

Full of Ping-Pong Balls?

Not long ago the dispatch board contained a report of the ditching of an R5D on a flight from Japan to Midway. The brief report stated that the R5D floated for four hours and that the seven-man crew had suffered no injuries.

Land planes have a way of going down mighty fast after a ditching, and at first it was thought that there must have been a mistake. "They must have meant four minutes."

When the amplifying reports came in, it turned out that not only did the R5D float for four hours, but also it finally had to be sunk by gun-fire from a PC boat to keep it from being a hazard to navigation!

The ditching was due to an almost incredible series of navigational errors which finally placed the transport more than 500 miles SW of Midway about two hours after it should have landed. When the crew finally became oriented and headed back towards the Midway, the plane had already been in the air for more than 15 hours. It was ditched about three hours later when down to its last 10 gallons of gas out of the initial fuel load of 3,200 gallons.

Grampaw Pettibone Says:

No, it wasn't loaded with ping-pong balls!

It was just empty as all get out, and the ditching was made under nearly ideal conditions. The water landing was made into the wind and swells, with 30 degrees of flap. Wind was reported to be about five knots, the swells about four feet, and the visibility excellent. One prop was carried away on impact, and the cockpit lighting fixtures and magnetic compass broke from their mounts and were adrift in the cockpit; otherwise everything went according to Hoyle.

The final touchdown was made at a speed of about 80 knots. Two distinct shocks were felt on impact with the water, a slight shock when the tail wheel first made contact, and then a second, more severe shock.

When the aircraft was abandoned, it was floating slightly nose-down with the inboard roots of the wing just awash. The cargo deck was dry except for a little water taken aboard through the open escape hatches during the landing.

This crew had plenty of time to plan their ditching, because it was apparent for some time that they would not have enough gasoline to make up for their earlier navigational errors. In fact the search and rescue plane from Midway had been sent out and was on station at the time of the ditching. Most ditchings are made with far less time to get everyone squared away for the impact, and conditions are seldom as good as they were in this instance.

How familiar are you with the ditching procedure for your plane? Does every man in your crew know exactly what he is to do in such an emergency—what items of equipment he is expected to bring with him when he leaves the plane? After all, it's only once in a blue moon that the SAR plane is overhead before the ditching, and most land planes sink *in less than 3 min.*

Cross Wind Landing Tips

The winds that raise these fancy sights
Will also foul-up lots of flights.
It's March again, so here's the scoop
To help outwit the old groundloop.

Take-off

You'll find a check-list in your plane
Its constant use will save much pain.
If you forget your tail-wheel lock
Your plane will try to weather-cock.

Landing Approach

In this phase here's the vital tip
Correct for drift with wing-down slip.
Stay out of trouble in the Spring
By lowering your up-wind wing.

Touch-down

Keep that wing low till you touch-down,
Get ready, bub, here comes the ground.
You touch first on the up-wind wheel
Then listen for a warning squeal.

Roll-out

Don't let her swerve, you'll drag a wing
Just arc down wing and stop that swing.
Use rudder first, now use the brakes.
You've got control. That's what it takes.

You Made It

That cross wind did look rather tough
But not for you—you knew your stuff!
This rhyme is ending—don't despair
Just taxi back with extra care.

Ensign McGee now
Strums on a harp—
His last buzz job
Was not too sharp.

Don't Undershoot

If you have to have an engine failure, one of the world's finest places for it to happen is right over your home field at an altitude of 10,000 feet or better.

Unfortunately, accident reports show that, even with such ideal conditions, a good deal of skill is required to make a successful dead stick landing in a heavy, high performance plane.

The most common error in such emergencies is undershooting the field altogether. As a example of this, let's take a look at a recent AD-2 crash.

The plane was flying at 18,000 feet in high blower almost directly over NAS PATUXENT RIVER, when the engine quit without any previous warning. Large volumes of light blue smoke poured out of both sides of the engine. Instrument readings were normal except for a slight drop in fuel pressure. (It was later determined that the turbulator supercharger had disintegrated.)

The pilot set up a gliding descent at 110 knots, switched off fuel, put the prop in full low RPM, and turned off the ignition switch.

Shortly afterwards he found that his radio was dead with the ignition switch in the OFF position, so he returned it to the ON position and reported the engine failure to the tower.

After some difficulty in lowering his landing gear, the pilot called the tower at 6,000 feet and asked for a gear check. Shortly thereafter the landing gear indicators showed the main wheels "DOWN and LOCKED" but the tail wheel still "UP". At this time the pilot decided to forget about the undercarriage and concentrate on a landing on the 9,700-foot service runway. Unfortunately, this decision was made too late in the game, and he misjudged his approach.

Coming out of the final turn, he found that his rate of descent was so great that he was in danger of hitting a sand cliff short of the duty runway. At the last minute he elected to make a 90-degree turn and ditch the plane in the river. The water landing was made in a fully stalled attitude with the wheels down. The impact sheered the main landing gear, but the AD-2 did not flip over. It came to rest in a slightly nose-down attitude and floated about a minute. The pilot sustained no injuries and was

picked up two minutes after the plane sank.

Grampaw Pettibone Says:

This case is far from unique. Of course, most pilots aren't fortunate enough to have a 9,700-foot runway to shoot at, but in several cases pilots have undershot 5,000 and 6,000-foot runways when their engine failures occurred within easy gliding distance of the field.

Once in awhile, though, I get news of a pilot who handles an emergency like this with real finesse. One such case about 14 months ago is of particular interest.

This pilot was flying an F9F on his second familiarization flight. He had only one hour of previous jet time, when he had a flame-out at 20,000 feet right over his home field.

After a number of unsuccessful attempts at an air start, he decided to concentrate on making a good dead stick landing. At 8,000 feet he had his wheels and flaps down (using the emergency hydraulic pump) and had established a glide at 150 knots.

This gave him time to get an accurate estimate of his rate of descent in relation to the amount of ground covered as he circled the field.

He was over the up-wind end of the runway at 5,000 feet, and started his turn from the 180-degree position at a normal distance abeam of the runway with 2,500 feet of altitude.

He came over the end of the runway with 60-70 feet of altitude and an airspeed of 145 knots, and touched down about one-third of the way down the runway. With moderate braking, the F9F was brought to a stop without any damage.

Remember, there are several things that you can do in a pinch to lose altitude, but nothing that you can do to regain a few precious feet when you are on the final with a dead engine.

Allow yourself more altitude than you think that you will need. One way to do this is to imagine that you are aiming for the last half of the runway. Don't worry about actually hitting there, you won't. Nine out of ten times your plane will lose altitude a heck of a lot faster than you expect.

Fiestas, Siestas, Senoritas?

There must be something that makes most of the aviators who get lost on the trans-continental ferry route head for the Mexican border. Perhaps they figure that a forced landing won't be quite so bad in the land of sunshine and laughter.

The chart below gives a rough sketch of another flight that might well have made it across the border except for a slight shortage of gasoline.

These two intrepid aviators were ferrying a couple of F8F's from NAF LITCHFIELD PARK to Albuquerque, New Mexico, or at least they were until they got within 75 miles of their destination.

Prior to take-off they didn't check the Notams or refer to the latest edition of *Radio Facility Charts,* and thereby hangs a tale.

The north leg of the Albuquerque range had been changed slightly with a resulting change in all quadrant signals.

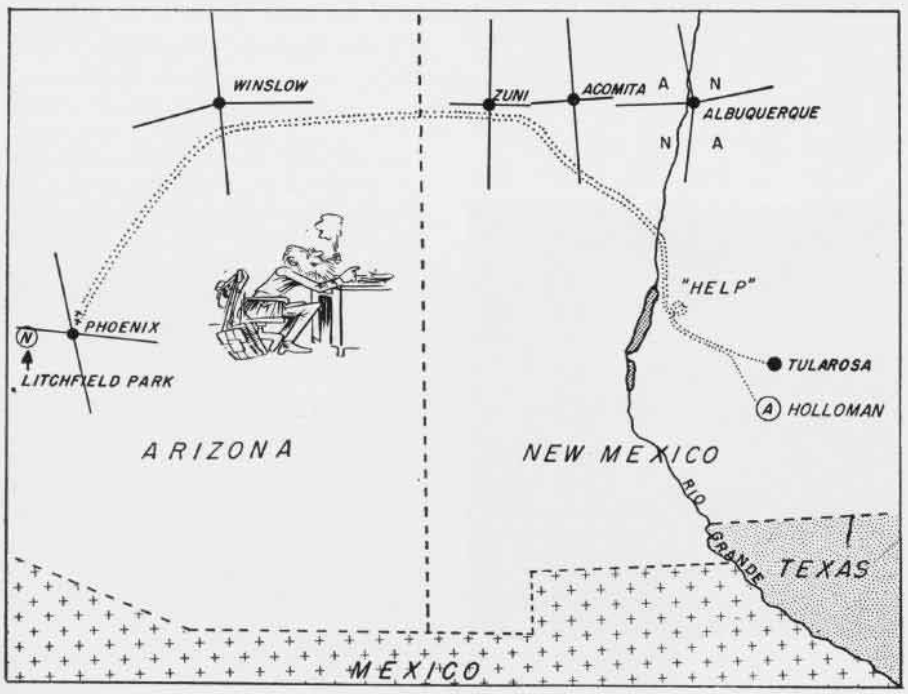
The flight was uneventful until the pilots passed Zuni radio, at which time they tuned-in the Albuquerque range. Since they were getting an on course signal, they continued on the inbound beam heading of 80°. After a few minutes they began to pick up an "N" signal, which according to their sectional charts put them on the left hand side of the beam.

The lead pilot then altered course *60° to the right* to get back on the beam and maintained this heading for 15 minutes. At this time the Rio Grande was sighted, and since they were still getting an "N" signal, they headed south along the river looking for Albuquerque which by this time was some 60 or 70 miles behind them.

After going down the river for another 50 miles, the pilots realized that they were lost and began calling for help. Holloman AFB answered their call, but had no DF equipment, and hence could not give them a steer.

By this time one pilot began to look for a place to land as his fuel warning light was on. He soon spotted a small abandoned field close to Tularosa, New Mexico. After dragging it, he made a landing in which he nosed up just enough to nick the propeller blades as he applied brakes to stay within the confines of the short runway. The other pilot made it to Holloman AFB a few miles away and landed safely—just a mere 125 miles south of his destination.

The flight leader later reported to the Accident Board that he left his flight log at Holloman AFB while the wingman stated that he had discovered right after take-off that his watch was broken and therefore couldn't keep a log.



Grampaw Pettibone Says:

Say, fellows, are you sure that you didn't eat those flight logs. After a fiasco like this, I can't say that I would blame you.

Despite the missing logs, I've tried to trace your flight path as best I could. It looks to me like you got almost within spitting distance of Albuquerque (wind and altitude considered) and then in the following 25 minutes really loused things up.

Surely when you made that 60° turn to the right you must have lost the background noise of the "on-course" and started to get a very solid "N"—and yet you held this heading for 15 minutes.

Now a word about fuel economy. You both gassed-up at Litchfield Park and yet the wingman's emergency landing occurred just an hour and 40 minutes later. Doesn't look to me like you gave much thought to cruise control.

Fortunately you came out of this rhubarb with whole skins and with only minor damage to one of the planes. You were plenty lucky!

Here's a little ditty that you can hum to the tune of the "Blue Tail Fly." Maybe it will serve as a gentle reminder:

The North leg ain't where it used to be
They swung it slightly west, you see.
The "N" therefore was on my right—
I wish to hell I'd planned my flight!
Oh, please, kind Sirs, don't jerk my wings.
From here on out I'll read those things,
And before I next make-like-a-bird,
I'll make darn sure I have the "word."

USING MAKESHIFT AIRSTRIPS IN NORTH KOREA, TRANSPORTS EVACUATED WOUNDED MARINES WITH AID OF LSO'S: CREW UNHURT IN BURNING PLANE

KOREAN AIR WAR

EDITOR'S NOTE: War has its human side as well as its tactics and its political significance. On these pages are presented the sidelights, the little stories which bring it closer to home, written by the Marine Corps' efficient combat correspondents. No Navy stories are included since none was received by the NEWS from the war zone.

Retort Courteous

When the Marine evacuation transport plane landed at Hickam field, a tired hospital attendant went aboard to inspect the wounded Marines being moved from the plane. His manner was hard, understandably, and sentiment had ceased to play a part in him.

He went up to one youth, whose cheerful manner had helped buoy up other passengers on the flight home from Korea.

"You don't look bad off to me," he told the boy, "You must not have been hit bad."

"I'm not in bad shape," the Marine said.

"What's your trouble," the attendant asked.

"There's a pain in my head," the wounded man said, "and my feet hurt."

The attendant checked the unmarked head of the young Marine. He found nothing. As he looked at the Marine's face, he noticed a faint smile.

"I don't even think you're wounded," the attendant said. Then, he pushed some packages away from the boy's legs.

When the Red shell landed near Hagarui to wound this Marine, the explosion had severed both of his feet above the ankle. The attendant had to leave the plane. He had no place with valor.

SCANNING HIS radar scope in CIC room of *Princeton* off Korea is Virgil Ballou, RD3

Race With Death

An R4D was almost loaded with Marine wounded at an emergency landing strip bulldozed near Hagaru-Ri, south of Chosin reservoir. Marines in blood-soaked parkas huddled nearby waiting for the next plane south.

A hospital corpsman rushed up to the door of the plane, carrying an unconscious Marine with a deep chest wound.

"If you don't get this man to an operating table in 40 minutes, he will die," he shouted above the roar of the transport's engines. Crewmen loaded the casualty on the plane and T/Sgt Mikelson, the pilot, started the race for Yonpo airfield.

He made it in 30 minutes and the critically-wounded Marine was safely on the operating table of the emergency hospital near the landing strip.

THROUGH A heavy snowstorm, ordnancemen on *Leyte* push cartload of 100-lb. fragmentation bombs down flight deck to load planes

BLINDING SNOW temporarily halts flight operations aboard the carrier *Leyte* off Korea; AD's, *Corsairs* set to go as it clears

Your Foxhole's Afire!

Reminiscent of the wheels-down bombings made by *Corsairs* on Jap caves 1,000 yards from the end of their runway on Peliliu are operations of Marine fighter pilots in Northern Korea.

Hardly had the planes pulled up their wheels than they released napalm bombs and rockets on Communist troop concentrations on a wooded hill. An observation plane earlier had spotted their newly-dug foxholes.

As protection against the cold, they were covered with little grass huts, hence the use of napalm fire bombs on them. The planes' tactics worked perfectly.

Busy Corsair

Contender for "busy bee" honors of the Korean war is old number "17", a war-weary *Corsair* night fighter which racked up 80 day and night strikes against Communist forces in three short months.

It began operations against the Koreans back in August from Japanese bases. Since then it has hammered targets from top to bottom of Korea. As soon as the pilot lands from a night hop the maintenance crews swarm over it, refuel and rearm the F4U-5N and the day fighter pilot climbs aboard for another mission.

Pals in the Sky

While protective fighter planes strafed to keep Red cavalry at bay on one side of two downed Navy airmen and 100 Red infantrymen away from the other side, a helicopter piloted by Capt. Gene Morrison dodged in to pick the two out of the snow after three hours waiting.

When Ens. Denny L. Crist was shot down by enemy ground fire near Chosin reservoir, he was injured but his crewman, Ralph Chartraw, AT2, was not. Morrison tried to reach the pair with his helicopter but high winds buffeted him so badly he was forced to return to his advanced base.

Other fighters relieved those on station over Crist and Chartraw. Morrison again tried to rescue them and made it the second try. He landed just long enough to pick up the pair, climbed straight up to avoid enemy fire and landed his passengers behind friendly lines. It was Morrison's first "save".

Time to Leave

Helicopter pilots seem to be having most of the wild experiences in Korea—at least they are having their share.

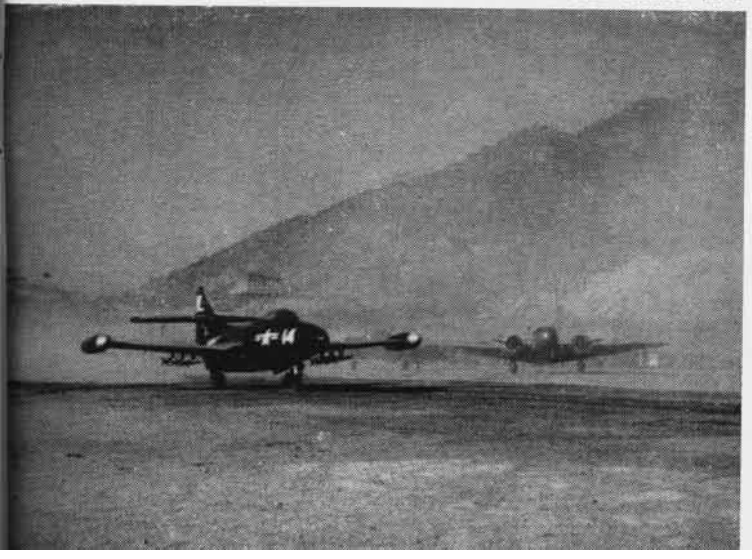
Take the seven wandering rear-guard helicopters which were still operating on once-busy Yonpo airfield when everybody else in the United Nations bandwagon had withdrawn before the onrushing Chinese.

One morning a few Republic of Korea troops captured 300 North Korean guerrillas on the Yonpo airfield.

About that time the seven pilots and seven mechs decided it was time to pack up and leave. They flew to Hungnam waterfront. There they were told they were to be evacuated out to some aircraft carriers on a ferry boat.

The "ferry boat" turned out to be the BB *Missouri*. Later they joined the rest of their observation squadron in South Korea. The seven intrepid pilots were Capts. Wallace D. Blatt, Andrew L. McVicars, Eugene J. Pope, Gene W. Morrison and Lieutenants Charles C. Ward, Lloyd J. Englehardt, and Gustaf F. Lueddeke, Jr.

MARINE JETS operated off makeshift Korean landing strips for the first time recently; this one takes off with full rocket load



SEEING COMBAT for the first time are swift Marine F7F *Tigercat* night fighters at Kimpo airfield; Yak fighter in foreground

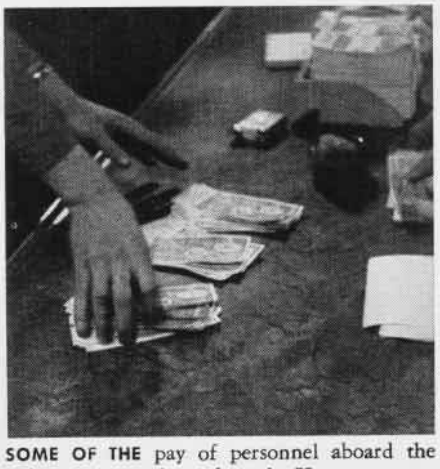
THIS CLUSTER of tanks, trucks and tents is what the Chosin reservoir breakout of Marines looked like from the air as the evacuation southward over frozen terrain was being pushed

Heater Suit Keeps Cool

A Marine night fighter pilot in Korea possibly owes his life to his electrically-heated flying suit which kept him cool in an emergency.

First Lt. Curtis D. Jernigan crashed just after becoming airborne from a Korean airstrip on a night dive-bombing mission. He had no time to dump his fuel tank or the fragmentation bombs on the racks.

His plane burst into flames. Jernigan struggled from the cockpit in flames, ran from the plane and rolled in the snow to extinguish his blazing clothing. The heat of the fire exploded his bombs and ammunition a few yards away but he was not injured. It is believed his heavy flying suit kept the flames from seriously burning him before they could be extinguished.



SOME OF THE pay of personnel aboard the *Princeton* was given them in Korean money

We're All In It

They were Navy pilots, flying for a Marine observation squadron which is under control of the Army's 10th Corps.

Unification worked at Itami airfield in Japan where a group of Navy helicopter pilots trained to join the First

NEWLY-ARRIVED Bell helicopters take off from *Valley Forge* to join Korea evacuation

Marine Aircraft Wing's "spotter" squadron in Korea. Fresh out of helicopter school at Lakehurst, N. J., the "flying windmill" outfit arrived in Japan aboard an aircraft carrier.

Their new Bell 'copters were assembled aboard ship and flown ashore *(see photo, pg. 10)*. Planes, pilots and crewmen alike got their final "shakedown cruise" in Japan before heading for the war.

The Navy pilots who augmented the battle-weary Marines were Lts. R. L. Earl, Robert L. McClure, William C. Butler, Robert E. Felten, Richard Stephansky, J. S. Cole, Francis Yirnell, Donald L. A. Whittaker, Lts. (jg) J. W. Thornton, Kenneth S. Wilkinson, Thomas S. Longley, and Henry Rorich, Jr. More on helicopters on page 13.

Plane Captures Koreans

Capt. David G. Swinford, fighter pilot, claims to be the first Marine flier to capture a band of North Korean guerrillas.

Returning from a flight west of Wonsan, he got a radio message a small house on a ridge near the front lines housed a number of enemy snipers. He already had knocked out three trucks and an armored car during the flight and was low on ammunition, but he dived on the house and gave it the 20 mm treatment.

The effect was near miraculous. No

OLD MEETS new as Korean farmer leads his bullock past Marine *Corsairs* on airstrip

less than 50 North Koreans, a few in uniform and others in civilian garb used by guerrillas, came tumbling out the doors and windows. Waving white cloths and bowing, they started down the road toward the Marine lines.

Swinford made several passes over them to keep them in line. As they neared the ground Marines, Swinford radioed them to tell of the surrendering Koreans.

Call Me Medals Marks!

You've seen the burlesqued pictures of the Air Force colonels in the movies with their whole chests covered with battle ribbons. The Marines in Korea have their own candidate for that spot, 2nd Lt. Billy C. Marks, an artillery spotter, who recently won the 9th oak leaf cluster for his Air Medal.

The medal already had four stars left over from the last war and Marks is thinking of getting a king-sized ribbon to put all 13 on. Marks has logged more than 100 combat missions in the Korean campaign, on top of his 56 missions as a dive bomber pilot in the Solomons.

THESE ARE some of the mountain of supplies Marine air delivery planes dropped to support ground troops in Korean withdrawals

MARINE MECHS in foreground load napalm into *Corsair* bellytank as others change blown tire; flaming gasoline is potent weapon

Sleds for Transport

Marine Lieutenant Robert Wilson, a Marine ground-air controller in Korea, could hardly believe his eyes—the Chinese Communists were sending in reserve troops by sliding them down the ridges in sleds!

It happened near Yudam-ni only a couple of days before the Marines began pulling out of Chosin reservoir area. Wilson was calling in flights of Leathernecks to bomb and strafe the Chinese when he spotted the strange reinforcement tactics through his binoculars.

"Without air support, we wouldn't have made it," he told some of his flying friends when he finally got out of the ambushed positions. "I'd sure like to shake the hand of an observation squadron pilot who took over air control when my radio went dead as the convoy moved to Hagaru-ri.

"Whenever the tanks would stop to work over a Chinese pocket," he recalled, "the small plane would drop smoke grenades on the targets for the fighter planes to hit. This sure helped cut down our casualties."

Wilson said many times close air support planes dropped their bombs and rockets within 50 yards of the troops. Before the march was over, this kind of firing taught the Chinese to keep a safe distance.

"When they have lots of ammunition, are warm and well fed, the Chinese are tough fighters," he said, "but when they get cold and hungry they give up".

Wilson estimated two out of every three weapons Chinese fired were American-made Thompson sub-machine guns. Soon the Marines were well-armed with these automatic weapons they captured from the Chinese.

Prox Fuses Effective

Proximity-fused bombs and napalm are proving two of the most effective aerial weapons in the Korean war. With fuses that make them burst before they reach the ground, the bombs have been rough on troops in fox holes.

Not only does the shrapnel kill the troops, but the blast effect kills men by concussion. Capts. Alfred Agan and John Skorich, Marine pilots, dropped some proximity-fused 500-pounders on a fox-hole pitted ridge.

"The air bursts were about 20 feet above the ground," Agan reported. "The Commies that weren't killed at first jumped up and started running around aimlessly. We came back and picked off about 150 with our guns."

Another observer watched a Marine pilot drop a napalm bomb outside the door of a long barracks-type building filled with troops.

"The flames seemed to jump through the door and down the length of the building. I could see flames shoot out the other end," he reported.

Blind Bombing

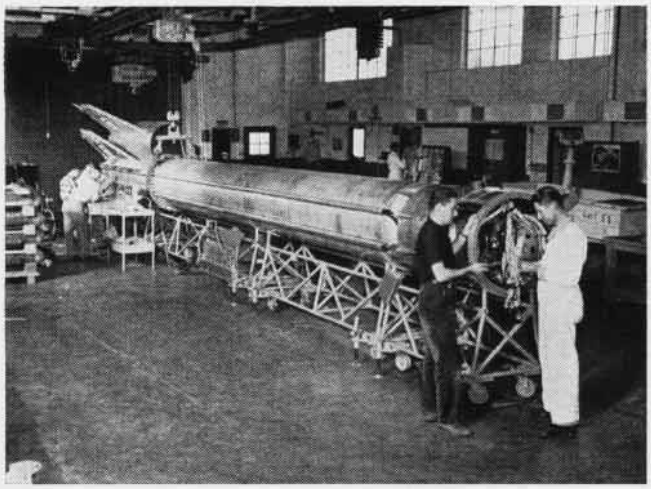
It was pitch dark but two Marine night fighter pilots obeyed instructions from a forward air controller who called for a strike on a Chinese strong point.

Using his radio, he worked them over his position, gave them a bearing and told them to start gliding. "That's about right . . . Drop!" Two 500-pound fragmentation bombs dropped and burst, blowing shrapnel over a 200-yard area.

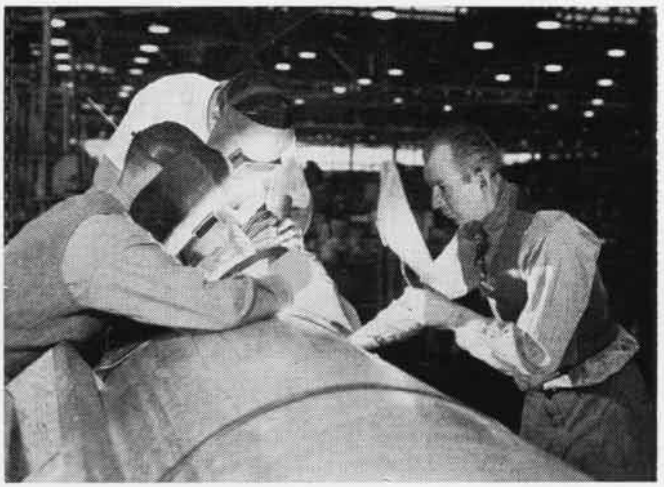
The fighters orbited, waiting. Finally, came the report: "That was it. Both mortars ceased firing. Thanks." The pilots were Capt. Otis W. Corman and 1st Lt. Warren J. Beyes.

MARINE HELICOPTER mechanics talk things over before a row of HO3S pinwheels which have done yeoman job evacuating wounded

WRECKED RUSSIAN-type IL-10 fighter planes are cleared from Wonsan airfield to make room for incoming evacuation aircraft

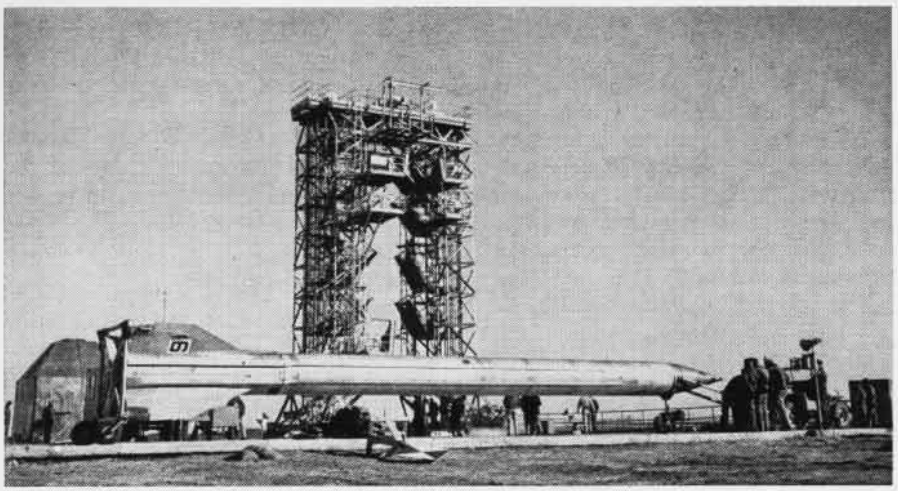


1 **ON SPECIAL** cradle, the *Viking* nears assembly in Glenn L. Martin plant; complex wiring in nose section checked

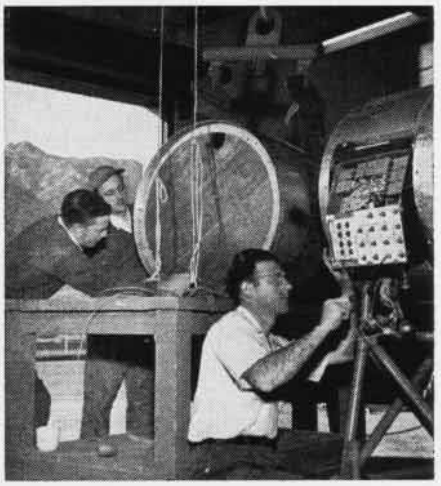


2 **WELDING ONE** of the rocket's fuel tanks at Martin plant is closely supervised; oxygen and alcohol power *Viking*

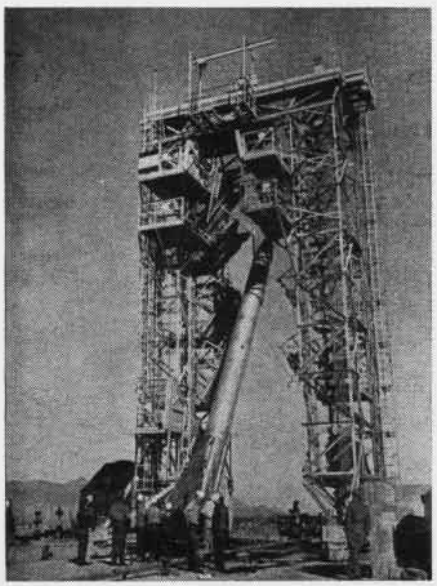
NAVY VIKING ROCKET SOARS 107 MILES UP



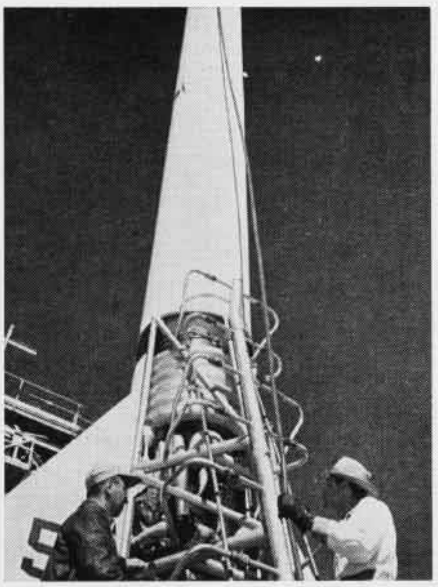
3 **CARRIED TO** New Mexico in express car, the long rocket on its wheeled dollies is checked carefully in prone position before being erected in scaffolding in rear



4 **CONTROLS IN** the nose are checked in hangar by Martin company technicians

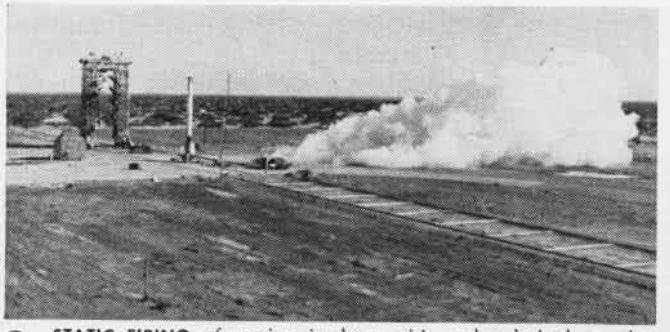


5 **VIKING IS** moved to gantry and erected where further checks can be made



6 **COMPLEX INNER** machinery of rocket engine is shown as checks are completed

7 **TELEMETERING** equipment in nose section is adjusted atop the gantry platform



8 **STATIC FIRING** of engine is done with rocket bolted to platform; flame goes into a water pit, hence the steam

THE WORLD'S record for an American-built single-stage rocket is held by the Navy's *Viking* missile, a pencil-like upper-air research vehicle which has soared up to 107.3 miles.

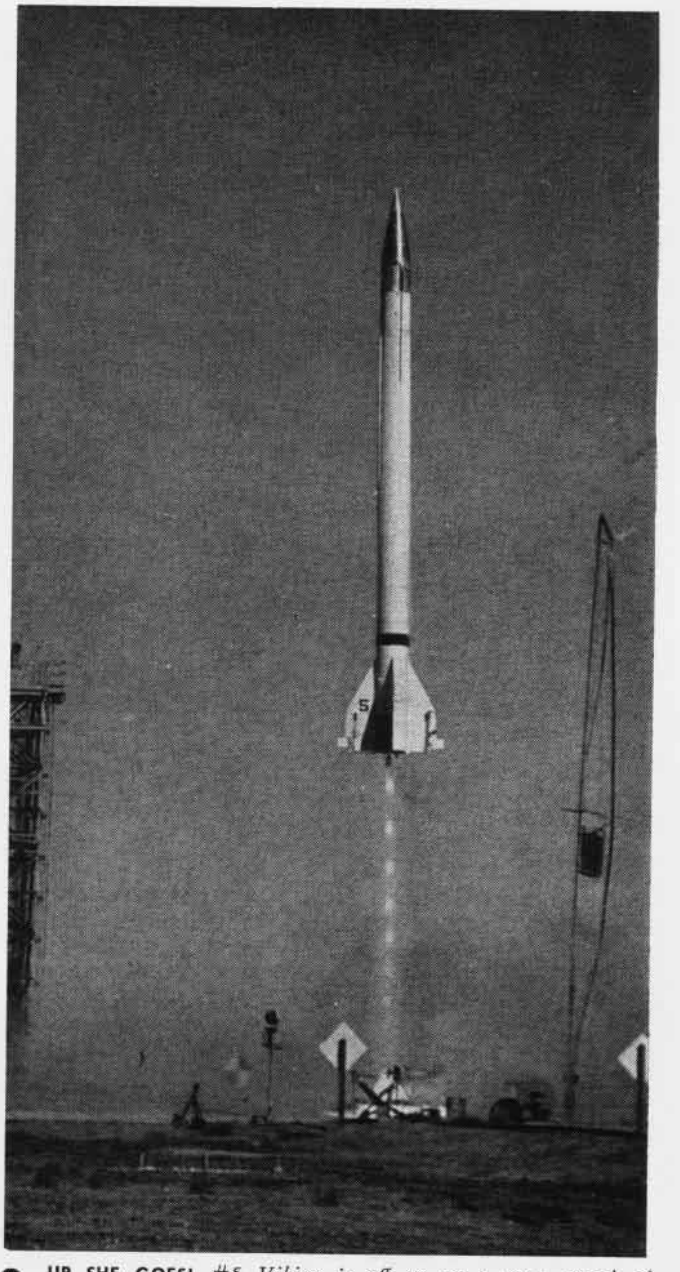
In the series of photographs presented here are shown some of the complex operations required to ready the rocket for firing. Built for the Naval Research Laboratory by the Glenn L. Martin Company, five of the rockets have been fired from the Army's White Sands Proving Ground near Las Cruces, New Mexico. The sixth was fired from the deck of the USS *Norton Sound.*

Two of the *Vikings* have established almost identical altitude records—106.4 and 107.3 miles. The single-stage world record is held by a German V-2 which reached slightly more than 114 miles at White Sands.

The *Viking* is powered by a rocket engine developed by Reaction Motors, Inc., which delivers 20,000 pounds thrust. For fuel it uses liquid oxygen and alcohol as fuel. The nose of the rocket is instrumented with electronic equipment to telemeter back to earth information which is being picked up during flight—altitude, temperature, cosmic ray count and other bits of data which are permanently recorded for future study.

After is is manufactured at the Martin plant, hundreds of hours of work are followed up by more hours of checking electronic equipment while the *Viking* is in both horizontal and vertical positions. There is a static firing of the engine after installation of the slim pencil on its launching platform. The *Viking* is bolted down during this operation.

From the time the launching button is pushed in the concrete control house until the *Viking* disappears from sight is less than a minute. Soon a vapor trail in the stratosphere indicates where the *Viking* has been—but not where it is.



9 **UP SHE GOES!** #5 *Viking* is off to set a new record of 107 miles; note dot-like shock waves from the exhaust

10 **SEARCH PARTIES** in a helicopter, trucks and jeeps go out on New Mexico desert to hunt for remains of rocket

11 **THIS IS ALL** that remains of the record-setting rocket after searchers comb desert; some units not shattered

WITH AVENGER HANGING OVER SIDE OF THE CVL, RESCUE HELICOPTER SIZES UP SITUATION

PINWHEEL RESCUE ON CVL

HU-2, LAKEHURST—Helicopters have rescued dozens of pilots from planes that ditched in front or behind speeding carriers, but this squadron claims a record—one of its pinwheels saved a pilot from a plane that still was on the carrier!

During carrier qualifications on the CVE *Palau* off the Virginia capes, Lt. (jg) K. R. Sutliff of VS-26, pilot of a TBM got his cut, made what appeared to be a normal landing. However, the *Turkey* headed for the starboard side and wound up hanging over the deck on the arresting wire, in a very precarious position.

The helicopter pilot, Lt. Milner,

HOOK STILL ON WIRE, PILOT GOES UP SLING

moved in immediately to look over the situation. It was impossible for the TBM pilot to get out of his plane, so the helicopter went to work. The hoist was lowered by the crewman and the kapok sling was started swinging toward Sutliff.

After about the fourth swing, the TBM pilot caught the sling, quickly slipped into it and was immediately hoisted clear of the wreckage and the ship. A few seconds later he was landed aboard, safe and sound, with nary a wet foot to show for his experience. It probably was the quickest helicopter rescue in history.

This squadron also reports a "hardly wet" rescue made by another helicopter pilot who picked his man off the wing of a ditched plane.

A "very wet" rescue also was reported, made under "hairy" circumstances. The pilot was injured during the ditching and was found floating face down with his parachute still on. He revived just as the helicopter's crewman was going down to get him, and managed to get into the sling.

Because of the extra weight added by the now-waterlogged parachute, the helicopter pilot had difficulty in holding the plane steady. Further trouble was experienced getting the injured man into the cabin.

THIS IS THE WAY TBM FINISHED ITS LANDING

Matters were still more complicated when the rescued man slumped over the shoulders of the helicopter pilot. This caused a serious shift in weight with an extremely nose-heavy condition. One pass was made for the flight deck, but the helicopter could not be slowed enough to get aboard safely.

The crewman finally managed to get the parachute off the injured pilot, jettison it and pulled the man back into the seat, off the pilot's neck. The shift in weight made the second landing attempt successful and the rescue complete.

All three of the helicopter pilots mentioned above were serving on the same carrier, so that from a rescue standpoint, the operation was 100% successful.

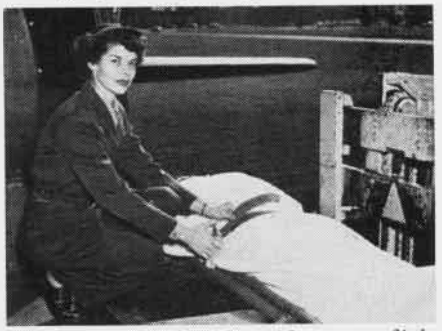
Exchange Pilots Selected

To Serve Year With Air Force Wings

Ten additional Navy and Marine pilots who will serve a year's duty as "exchange pilots" with the Air Forces have reported to their new stations about the United States.

Under the program the Navy and AF send about 25 pilots a year to serve with each other's squadrons, to give the two services men who know how the other operates and to pass along ideas to their own service.

The newest contingent of men assigned to the Air Force and the unit to which sent follow: Lt. William A. Gatlin, Pope AFB; LCdr. Richard F. Cyr, 137th FitBom Wing, Alexandria, La.; Lt. (jg) Walter M. Schirra, Langley AFB; Lt. (jg) Alfred C. O'Neal, Otis AFB; LCdr. Richard F. Hofer, Otis AFB; Lt. Thomas S. Harris, Otis AFB; Capt. Robert W. Shirley, USMC, 137th FitBom Wing; Capt. Ronald L. Bruce, USMC, Shaw AFB; Maj. Jack E. Conger, USMC, Shaw AFB; Capt. William G. Mars, Jr., USMC, George AFB.



NEW UNIFORMS *for Navy Nurses on flight duty have been designed as a regular uniform requirement. Worn here by Lt. (jg) Neita S. Sallenshin with VR-1, Patuxent, the uniform is green elastique. The summer uniform is tan cotton gabardine. The battle jacket has shoulder straps for insignia which will be mandatory after 1 July 1952.*

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★

VAU'S FORGE AHEAD

VAU 13-8'S BARTOO, MELLIHER, CHAMBERLIN, McQUISTON, WOODCOCK, METCALF, ORR AT WORK

Volunteer Naval Air Reserves Hew Out Vital Program—Set Up 119 Aviation Units—Tailor Training to Fit—Do Job on Own

IN THE present state of uncertainty on the international front, the Volunteer Naval Air Reserves constitute a powerful force in being. They chalked up a top record on all fronts during World War II. They are destined to play an equally important role in the future in the event of an all-out war.

Nowhere does the calibre of these Reservists show up more clearly than in the story of the Volunteer Aviation Units.

These units—VAU's as they are called—were created by the demand of certain groups of Volunteer Naval Air Reservists who wished to keep up their close association with the Navy, but who were unable to participate in the Organized Reserve program.

Owing to budgetary limitations, little or no money could be made available to support these units. No funds at all could be (or ever have been) allotted for drill pay.

Yet these Volunteers have organized no less than 119 VAU's throughout the country. They haven taken time from their heavy civilian responsibilities to operate and administer these units under the guidance of the District Commandants.

In the best American tradition, they have hewed out a training program—unique of its kind in this country—which would do credit to a group who were getting well paid for the job.

Each VAU functions as a self-supporting unit with the Reservists, themselves, working together on their own initiative as a team to keep it driving forward.

'DEEP IN THE HEART of Texas'—Volunteer Naval Air Reservists in VAU 8-2, Houston, get together before unit activation ceremonies which took place on 23 January 1950

Reservists' Interest Keeps VAU Program In High Gear—Many Make Long Treks to Drill

VOLUNTEER Naval Air Reservists in the Ninth Naval District lead the league in regard to number of units set up. Nineteen VAU's are going concerns in that district. But their spot is being challenged by Reserves in 11ND who have 18 units.

The Third Naval District has the largest number of enlisted Volunteers on its VAU rolls. Four hundred and two of them are enrolled in *VAU 3-2, Bethpage,* to make that unit the largest on the VAU circuit. The Twelfth Naval District has the largest group of naval aviators in its units.

The VAU's are focal points for Reserve interest. *VAU 4-2, Wilkes-Barre,* for example, has many members from Scranton and Hazelton. *VAU 4-12, Camden,* was set up to serve the whole southern New Jersey area. *VAU 9-31, Moberly,* Mo., even holds it meetings in various towns in the vicinity.

Within a month of the time *VAU 9-18, Milwaukee,* was organized, 100% of all ACI officers within commuting distance had joined. Lt. Francis Garity makes a 102-mile trek back and forth to hold the unit's distance record.

Many members of *VAU 9-32, Indianapolis,* drive more than 100 miles to attend regular drills.

Similarly out West—where the spaces are wide—Cdr. Thomas P. Mulvihill, CO of *VAU 13-5, Billings,* Montana, makes an 85-mile round trip at least once a week for unit meetings, while LCdr. George H. Shortlidge flies or drives 80 miles each way from and to his home in Big Timber.

Or take *VAU 13-13, Brewster,* Wash. Three of its members live in Tonasket, 50 miles north and three equally-faithful ones live in Twisp, 50 miles west.

The units have such a pull that even after Volunteers move to another city they still show up for drills. Typical of these is Lt. (jg) T. E. Walmsley of *VAU 4-11, Philadelphia,* who now commutes from Wilmington, Delaware.

Commuting, however, was out of the question for LCdr. John F. Hallett, one of the early members of *VAU 3-7* and a former vice-president of the Aviation Commandery of New York City. He moved from NYC to St. Louis. So he combined forces with Cdr. Langenberg, also a Volunteer and a member of the Commandery, and together they lined up a group of prominent Reservists in the St. Louis area to form *VAU 9-10.*

Intensity of interest also can be measured by upswing in membership rolls. *VAU 4-5, Harrisburg,* is typical of the many units which have quadrupled their original numbers, while *VAU 4-9, Reading,* represents those which have doubled in size.

Nor is the VAU circuit static. As more and more Reserves learn about the program, they form more and more units. Among the many groups that were added in 1950 are: *VAU 11-18, Bakersfield,* Calif.; *VAU 11-19, El Centro,* Calif.; *VAU 4-12, Camden,* N. J.; *VAU 4-13, Wilmington,* Del.; *VAU 9-15, Des Moines,* Iowa; *VAU 9-30, Watertown,* S. D.; *VAU 8-8, Hobbs,* N. M.; and *VAU 8-9, Fort Worth,* Tex.

All along the line, Reserves in the various VAU's receive the full backing of the Commandant of their district (under whose cognizance they fall) and of his representatives, the Reserve Coordinator and the Assistant to the Reserve Coordinator for Volunteer Air Reserve.

These assistant coordinators are all naval aviators with long records of service in the Naval Air Reserve program. Acting for the Commandants, they do everything within their power—and their limited budgets—to help the Volunteer Aviation Units.

The Volunteers who hold their meetings at Naval Reserve Training Centers, at Naval Air Stations and at other naval establishments—or are located near them—also receive full cooperation from the commanding officers and personnel—Regular and Reserve, Surface and Air—at those activities. The units are usually given full access to available training facilities.

'HAVE A good trip home'—CO Mulvihill tells Shortlidge who is ready to take off

When it comes to actually doing the job at the individual VAU level, however, the Reserves are on their own.

Volunteers administer their own units, do their own recruiting, keep the records and handle their own correspondence (often using their own stamps and stationery, too). And they don't let "minor" inconveniences stop them.

Take *VAU 4-11, Philadelphia,* for example. The unit was started by 11 Volunteer naval officers on 17 April 1950. By July, they had run the membership up to 70 officers and six men. And by December, the unit was so active that part of it was converted to an Associated Volunteer Unit A under NAS WILLOW GROVE.

Yet during all its growing period, the VAU didn't even have a file cabinet —to say nothing of an office—to call its own. In fact, at every meeting, administrative officer, LCdr. E. A. Christian, and personnel officers Lt. J. P. Skellchock and Lt. C. R. Shaw, used to lug in large cardboard boxes containing the records and other paraphernalia required to run an A-1 outfit. And the paper work was polished off the next day by willing wives and secretaries especially enlisted for that signal honor.

If a little remodeling is required, the

Volunteers take that in stride too. Led by SeaBee member Harold Chester, Reserves in *VAU 9-30, Watertown,* S. D., turned the former Army aircraft shed allocated to them at the local airport into a ship-shape meeting-place.

VAU's Tap Reserve Talents

In the matter of training, Volunteer Air Reservists also run their own show. VAU members serve as instructors, with each Reservist passing on his know-how to the others. To highlight the program, they invite prominent people in the aviation field as guest speakers. Tours to nearby naval activities often add a little frosting.

Most units schedule two evening-meetings a month. A few, like *VAU 5-1, Parkersburg,* commanded by LCdr. Eugene W. Beatty, meet once a week.

Some units aim primarily to keep their members up-to-date on naval aviation via lectures, films and group discussions. Others combine this informational program with a large dose of refresher training. Tailored to fit the interests and needs of individual unit members, the set-up differs from VAU to VAU.

On the practical training front, every available training device is used.

Had you visited *VAU 12-11* at the Reno NRTC recently, for example, you would have found the Reserves hard at work—preparing strike information in the CIC room, receiving radio messages in the code room, checking communications operations, sharpening their recognition skills via the Center's charts and models or studying problems on the Reno range before flying the unit's Link trainer.

Similarly, during recent sessions of *VAU 12-1, San Jose,* Calif., the Reserves got the word on engine operations via a cutaway from unit member Lt. (jg) Walter Vance; they learned how to operate a .50 cal machine gun from Chief Gunner James Breedlove, and they worked out navigation problems under LCdr. A. L. William's watchful eye.

VAU 12-1'S Williams shows Amaral, Smith Monday, Webber, Vance how to use octants

And over in *VAU 12-9, Santa Rosa,* Calif., unit members learn how to utilize radio aids, use octants to "shoot the stars", and work out numberless problems as part of their course in dead reckoning and celestial navigation. They bring aerology "down to earth" via the facilities of the weather station maintained by Santa Rosa Junior College which they are allowed to use.

Some VAU's concentrate on certain phases from time to time. *VAU 3-1, Waterbury,* Conn., for example, is now emphasizing radio code practice, with CO, LCdr. Peter P. Dzubay supervising the instruction.

Down in the Eighth Naval District, *VAU 8-1, San Antonio* slants its work to preparing its enlisted personnel for advancement. Two old aircraft engines now being acquired from Slick Airlines —for free, of course—are earmarked for training in the practical factors.

VAU 8-5, Siloam Springs, Ark., stresses electronics and communications training. Here, the Volunteers—many of whom are licensed operators—are driving to put their newly acquired electronics equipment "on the air". Meanwhile, they still use the facilities of the radio "ham" station at John Brown University (where they meet)

'DOTS AND DASHES'—NRTC Ch. Mikkelsen checks 13-5's West, Snyder, Gorman, Lewis

to get in code and blinker practice.

Ground training is emphasized by Volunteers in *VAU 9-15, Des Moines,* Iowa. They have developed an A-1 course, slanted particularly to pilots.

Volunteers in *VAU 9-29, Racine,* Wis., aim to develop themselves into politically responsible citizens. During the past quarter they attended various political meetings—Republican, Democratic and community-sponsored. Members also boned up on special subjects. And later R. P. Nelson talked on Formosa, E. B. Falk on Israel and G. Willent on Korea—to give a few examples. Each member of this VAU must also take a correspondence course.

AT SANTA ROSA—CO Portugal uses demonstrator to show VAU 12-9's Duggan and Carroll variable pitch propeller principles

AT RENO—Reserve pilots in VAU 12-11 not only get in plenty of Link 'flying' but they also learn all about trainer operations

'MY TURN NEXT'—Reserves McIntosh, Jordan, Engle, Craft, Owen, Wilson, Frame, Gaines, Jones, Kendall crowd around Perney who directs pilot in VAU 5-4's new Link

Link 'Flying' Gets Big Play on the VAU Circuit from Volunteer Air Reserve Pilots

Link "flying" is spotlighted by many of the Volunteer Aviation Units.

When *VAU 3-3, Binghamton,* N. Y., got its first Link, Volunteer pilots descended upon it like locusts. They showed up at 1800 to "fly" it before 2000 drill and stayed at it after drill until they were often literally "kicked out" of the Center, when it closed at midnight.

Today, the unit has two Links as well as an R-24 radial engine and a metal working shop to take up its energy. And the Volunteers also study navigation, working out plotting board problems.

Another unit that stresses Link "flying" is *VAU 3-8, Watertown,* N. Y. Here unit members get expert instruction from CO, Lt. Frederick T. LaPointe, a graduate of Flight Instructor's School and from exec, Lt. Alexander C. Brown, who also attended NAS ATLANTA'S Advanced Instrument School.

Volunteers in *VAU 9-17, Dubuque,* Iowa, have been getting something new and different in connection with their Link syllabus, since LCdr. Wallace and Lt. Wagner have returned from their two-weeks CIC cruise. Now they "intercept enemy planes"— using the Link table as a large radar scope and introducing the proper "noise procedures".

Volunteer pilot activity shot up to a new high in *VAU 5-4, Lexington,* Ky., when they got their new Link. And pilots in *VAU 9-15, Des Moines,* Iowa, and *VAU 8-2, Houston,* Tex., are eagerly awaiting installation of their assigned Links as soon as some local remodeling is completed. The Houston Volunteers will share their wealth by allowing Marine Air Reservists as well as students in the University of Houston's aviation classes to fly their Link.

The Link program of *VAU 9-22, Waterloo,* Iowa, helped that unit rate an article in the local paper entitled, "Best Flying Equipment Used by Waterloo's Naval Unit." The article went on to congratulate the unit on its rapid growth and to state that "you get the feeling of fellowship at the meetings and the opportunities appear to be unlimited."

Link training is also stressed in the syllabus for pilots in 12ND units.

West Coasters Get Break

Out on the West Coast, VAU pilots are able to polish off their unit drills with some extra-curricular flying.

Theoretically VAU's are non-flying units. But the ARC(A)'s were able to work out this special arrangement through the cooperation of the commanding officers of Fleet and shore activities in the area—both Regular and Reserve—who wanted to give the Volunteers every chance to retain their flight proficiency.

VAU's in 12ND now have regularly scheduled "fly days" at NAS ALAMEDA, NAS OAKLAND, NAAS MONTEREY and NAS MOFFETT FIELD.

And down in the Eleventh Naval District, VAU's can fly on weekends at NAS LOS ALAMITOS, NAS SAN DIEGO, MCAS EL TORO and NAAS MIRAMAR. They fly SNJ's at the first two stations, and now, for the first time, they are getting a chance at two-engined SNB's at El Toro and Miramar.

Subjects Range From A to Z

Never sell the Volunteers short on the scope of subjects they cover during their unit meetings.

Here, for example, is the subject lineup in the 11ND VAU's for this quarter: radiological defense, civilian defense, survival, aerology, AI, and economic mobilization. In addition, senior officers study Defense Department organization, amphibious warfare, administrative procedures, ASW, air station organization, Fleet and Task Force composition, naval research and development test program and CIC. Junior officers concentrate on engineering, navigation, CAR 60, ASW, flight safety and local flying rules.

And if you think this elaborate program is just due to the California sun, take a look at some of the subjects Volunteers in *VAU 8-3, El Paso,* will study—aviation radar, torpedoes and depth charges, damage control, Navy orientation, Navy Regulations, electronic warfare, and procurement of supplies and equipment (a useful item for VAU's which often must scrabble up their own).

Or take *VAU 5-9, Bristol,* Va., whose Volunteers follow a carefully prepared

LINING UP A BIRD at the NAS Seattle range—Lt. Campbell coaches Reserves Lanning, Porter, Stacy, and Keon, Pedley, Kinsman (kneel), all members of VAU 13-8 skeet team

CO BUFFINGTON explains use of E6B navigation computer to VAU 4-8 Reserves Simon, Griffiths, McAmbley, Brauser and Flynn

VOLUNTEERS Rydman and Nichols try out F8F trainer at Alameda as Rains, Friedenbach, Adams, Covill and Haasarud look on

syllabus featuring aerology, survival, Civil Air Regulations and navigation.

All the programs sound pretty ambitious until you consider that the individual Volunteers are specialists on a wide variety of subjects.

Ninety percent of the Volunteers in *VAU 8-9, Fort Worth,* for example, are college graduates, while 25% hold advanced degrees; and 75% are working in the aeronautical field. Giving talks on such subjects as "High Altitude Flight" or "Methods of Obtaining Aerodynamic Data from Missiles" is just in the day's work. In addition the unit often invites guest speakers from NAS DALLAS, Consolidated Vultee, Chance Vought and other aviation organizations in the locality.

Similarly Volunteers in *VAU 9-32, Indianapolis,* who are employed by CAA as flight controllers or are with the Technical Development and Evaluation Center keep unit members up-to-date on recent CAA flight regulations, navigation aids and the Center's work.

12ND Has 'Lecture Lift'

All 12ND units have the latest word on naval aviation brought to them via the famous "Lecture Lift."

This "Lift" is composed of 17 Volunteer Reservists, selected for their particular backgrounds, who travel about the 12ND VAU circuit lecturing on their specialties. It gets its name from the fact that these lecturers are flown to unit meetings by district aviators and returned home the same evening so that they will lose no time from their civilian jobs.

Subjects covered range from the "Indo-China Enigma" to "Aircraft Recognition". The course includes six lectures on navigation given by Cdr. George Wheelwright, who had charge of the Celestial Link trainer program during the war and six lectures on aerology given by Cdr. William D. Duthrie, senior aerologist on Admiral Kincaid's staff during the Battle of Leyte Gulf, and now chairman of the department of aerology at the Navy postgraduate school at Monterey.

VAU 13-10 Does A Job

Although, for purposes of illustration, this article has highlighted various features of unit training, the average VAU has a well-rounded program that balances theory with practice.

Here, the program developed by *VAU 13-10, Seattle,* one of the outstanding units in the country, provides a good example.

A part of each drill period is devoted to instruction in naval organization and administration, supply, regulations, aircraft design and procurement, personnel administration, or technical aviation subjects such as jet engines, communications and meteorology. Lts. Dave Porter and James M. Gaston have charge of this instruction.

This unit also schedules lectures on such subjects as atomic energy, geopolitics, aeronautical and naval engineering, given by USN officers, University of Washington professors and leaders of industrial organizations.

At each drill session 12 or more pilots polish up their instrument flight techniques in the NAS Link trainers. Most of the unit's flight time is logged on weekends, when the Reserves endeavor to work as teams to practice navigation, tactics and GCA.

Members of the unit also sharpen their "gunner's eye", by getting in a little skeet shooting on the NAS SEATTLE skeet range.

On the agenda to keep these Reserves on their toes are plans for a bigger and better recruiting program, active participation in blood bank activities, and a TV show. They are also planning to take two-weeks training as a unit.

Interest Pays Dividends

Remoteness of location and small numbers don't stump Volunteers when they want to build a unit. Take *VAU 4-8,* for example.

This unit is located in Bradford, a little town tucked away in the foothills of the Allegheny Mountains—a long push from the nearest naval aviation activity. Despite a rugged recruiting campaign, the largest group that could be mustered was six officers and nine enlisted men—including a Coast Guard Reserve officer and several men with surface ratings at that.

Yet with Lt. William J. Buffington, wartime patrol bomber, at the helm and with exec Lt. Joseph Ambley doing the navigating, this group has developed a solid program.

Each drill is divided into three periods. First comes muster and the reading of directives and correspondence. This is followed by instruction on the subject selected for the quarter.

Perhaps Lt. Philip Griffiths, director of the high school vocational program, speaks on ordnance or Fred Proper PHI, head of a local company's photographic laboratory, gives the word on aerial photography.

This is topped by the "learning by doing" period—usually tied to the lecture. After hearing about small arms, for example, each Volunteer took his turn at tearing down a .45 Colt or an M1 rifle. After the navigation talk, Volunteers hauled out maneuvering boards and did a problem or two from Dutton. Semaphore flags and blinker light practice followed the communications talk.

Visits to the electronics Reserve unit to see their equipment and learn how it is operated or to the Organized Surface Unit in nearby Jamestown highlight the program. And twice a year Volunteers get to sharpen their marksmanship at the Bradford high school's rifle range.

THE ONLY WAVE VAU—Reserves Young, Brussel, McAghon, Langenbahn, McClinchy (s) and Johnson, Crowley, Talbott, Lauer, Courtney, Redmayne, Wilson and Riceman of VAU 3-9

Specialist VAU's Turn Out Original Work—Some Have Projects Underway to Aid Navy

Many Volunteers with backgrounds in the same fields have joined together to set up specialized units. Along with keeping their members up to date on latest developments in their fields, many of these units are engaged in turning out some noteworthy projects for the Navy, itself.

Take *VAU 5-8 (Research), Hampton,* Va., for example. Volunteers in this unit are writing an aerodynamics course, slanted for Navy pilots undergoing jet transition training. With the assistance of Herbert Hoover of NACA's flight research division and of Lt. (jg) John Moore of JTU-1, Whiting Field, they have already outlined the subjects to be covered. And now they are hard at work translating the technical and mathematical explanations of these subjects into language that the average pilot can easily understand.

Members of this VAU, which was formed originally through the efforts of Lt. (jg) Jack Zarovsky, are all doing aeronautical research or engineering work at the Langley Aeronautical Laboratory and they are particularly well-qualified to turn out a first-class job.

Volunteers in *VAU 9-16 (Photography), Chicago,* also shoot at the doing-a-job-for-the-Navy target. Since the unit's activation in April 1949, they have reviewed literally scores of motion pictures to observe production techniques and to see how the films can be best utilized by the Navy. A particular aim is to aid other Volunteer units obtain the most effective utilization of audio-visual material.

Members of *VAU 3-11, New York City,* the other photography VAU have an equally impressive program under way. They keep in close touch with the Naval Photographic Center and the BuAer Photographic Division and often have speakers from those activities.

Here again both units are heavily loaded with experts in the motion picture field—executives, producers, writers, cameramen—who utilize their specialized knowledge and experience to insure a successful syllabus.

GM Units Aim High

Many Volunteers in the Guided Missiles units are engaged in important experimental work.

VAU 9-13, South Bend, provides an example of what happens when good experimenters get together. This unit, headed by LCdr. Roy A. Baske, is composed of instructors and students at the University of Notre Dame and has access to the University shop and engineering facilities.

After developing, testing and redesigning a 25-pound thrust rocket motor and after constructing a portable thrust stand, the Volunteers next designed a permanent rocket test cell. Then using material and a site furnished by the University, they turned "Seabees". By hauling their own cement blocks and pouring the cement, they managed to finish the cell's construction before the winter set in. Now they are rigging it with evaluation instrumentation, fuel tanks, pressurization systems and a test stand to measure thrust of the new rocket motor they are in the process of developing.

VAU 11-3, Point Mugu, VAU 11-5, San Diego, VAU 11-16, Los Angeles, and *VAU W-1, Washington,* D. C., are also filled with enthusiasts in the guided missiles field—all experts in their line—who are turning out streamlined training programs for their units.

Air Intelligence Units Busy

Another group of Volunteers who have carved out intensive programs in their specialty are the wartime air combat intelligence officers. ACI functions in the Navy have now been transferred to the Office of Naval Intelligence so their designations are now being changed to Air Intelligence and AI training is the order of the day.

First unit to change its designation officially is *VAU 4-1 (AI), Philadelphia.* Its members have already embarked on the AI training course, aiming to com-

VAU 3-6 MEETING—Moore, Neumeyer, Rice, Lewis, Hopper and Wyburn, Lyons, Bucknam, Waterbury, Thompson, Roberts, Montan

5-5'S POOLE, Kemp, Ansel, Brill, Davis; Newhouse, Malcolm, Evans, Fitzwater, Williams, Neff, Charlton, Pickard, Ours, Coppe

ICE AND snow can't stop VAU-9-13's Benepe, Goddard, Struble and Baske in preparing for rocket motor tests in their cement block unit

MOTION PICTURE experts Diebold, Ridgeway, Bernhardt (f), Marks, Fitzwater (m) and Everote, Herzman, Aitchison of VAU 9-16

plete it by March 1952. This unit holds the second meeting of each month at NAS WILLOW GROVE, where it has an AI room as well as adequate facilities for the custody and dissemination of essential materials.

Volunteers in 4-1 have taken an active part in the air intelligence symposiums held by CincLant in 1949 and 1950, with two members being tapped for speakers. A little spice was added this year, when the Navy returned 18 VAU members to Willow Grove via its mighty *Constitution.*

VAU 1-3 (ACI), Boston, VAU 3-7 (ACI), New York, VAU W-2 (ACI), Washington, and *VAU 9-18 (ACI), Milwaukee,* also have been well represented at the symposiums. In 1950, forty members from the New York unit and 75% of the Washington one attended, while all but two from 9-18 made the 2,000 mile trip.

The Milwaukee Reserves have also shown initiative in bringing together the many Naval Reserves in the area. In addition to their regular drills, they hold at least two open meetings a year to which they invite some 200 Reservists not in the unit as their guests. At these meetings, such well-known Navy leaders as Capt. James Flatley, CO of NAS OLATHE are the speakers for the evening.

Joint Exercises At Seattle

Out on the West Coast, *VAU 13-8 (ACI), Seattle,* has carved out something new and different for Volunteer training. It's joint exercises with Air Force and Regular or Reserve Navy surface, submarine and air components. During one such exercise, the 13-8 Volunteers operated such an efficient command center that the commodore of the submarine flotilla moved his headquarters bodily to the center to gain advantage of more complete and rapid communications concerning both his own and the "enemy" forces.

For exercise purposes, a realistic operations or command room is set up—with adequate operations plot, TWX and telephone lines to participating bases, daily command briefing and identification of all aircraft in the area.

When weather slows actual air operations, "canned" problems are introduced. In these, a speeded-up time factor is used to acquaint watch officers with the problems of higher-speed planes and submarines than those encountered in World War II—to get away from the dangerous "Here's how we did it last time."

VAU'S Build New Patterns

LTA and CIC Volunteer Naval Air Reservists have managed to set up two units each—*VAU 12-2 (LTA), Moffett Field; VAU 11-4 (LTA) Los Angeles; VAU 1-5 (CIC), Boston,* and *VAU 3-10 (CIC), New York City*—all with energetic programs in their specialties.

These units, like all other specialist VAU's, profit by the close association of their members with Regular and Reserve officers in their field. At Boston, for example, the Volunteers are able to use the CIC Team Training Center (an activity of the Atlantic Fleet Training Command) with its major installations of modern electronics equipment. In addition, the school has prepared a training schedule for the unit which includes lectures, synthetic and surface intercept problems as well as numerous training films.

RESERVE pilots in VAU 11-1 polish up their techniques flying SNJ's over Point Loma

Waves are active in many of the units. They also have set up one Volunteer Aviation Unit of their own—*VAU 3-9,* which meets at NAS NEW YORK. With former CO, LCdr. Elizabeth M. McAghon now back on active duty, LCdr. Frances M. Wilson, director of educational and vocational guidance in the New York City schools has taken over the reins. Association with this unit apparently proves helpful for Ensign Lorraine F. Congdon and Lt. (jg) Jane B. Talbott both received their commissions while serving with the VAU as an ADE3 and an RMN2 respectively.

Volunteer Naval Air Reservists in six other fields have set up pioneer units devoted to their specialties. These units include *VAU W-4 (Aircraft Maintenance), Washington,* D. C.; *VAU W-3 (Carriers), Washington; VAU W-5 (Aerology), Washington; VAU W-6 (Civil Aviation), Washington; VAU 4-3 (Electronics), Willow Grove,* and *VAU 12-10 (VR), USCG Mills Field.* Sparked by such leaders as Capt. R. S. Milne, CO of 4-3, who holds a top job in his field at NADS JOHNSVILLE, all of these units are setting training patterns that will prove useful to similar units that may be created in the future. *VAU 12-10,* though, is having a hard time getting all of its members out to regular drill—a good many of its pilot members are now kept busy flying the airlines' routes to the Korean theatre.

NEW ENGLAND CONTINGENT—Reservists in Volunteer Aviation Unit 1-6, which meets at Fitchburg Municipal Airport, stand at attention during activation exercises on 29 June 1950; shown in front are Capt. Wickes, LCdr. Pierce, CO and LCdr. Shattuck (exec)

THIS THEN is the story of the Volunteer Aviation Units and of the Reserves whose hard work has made their accomplishments possible.

It does not give the whole picture for each one of the VAU's shown here is chalking up its own record of achievement and each Volunteer is making his individual contribution to the program.

It does not name the VAU members who have returned to active duty since the outbreak of the Korean hostilities.

Nor does it tell of the colleges and universities, the veterans' and fraternal groups, the airports and aircraft manufacturing companies, the businesses and industries which have offered the use of their facilities or of the many community leaders who have served as guest speakers and loyal backers.

But this record does show that the Volunteer Naval Air Reserves are doing a real job of which both the Navy and the country can be justly proud.

Volunteer Aviation Unit Line-Up

First Naval District

Capt. P. T. Stonemetz, ARC(A)

VAU 1-3 (ACI), 15 State Street, Boston, Mass.
LCdr. W. T. Kemble, CO; LCdr. P. W. Lawrence, Exec.

VAU 1-4, USNRTF, Boston, Mass.
LCdr. E. F. Clark, CO; LCdr. J. M. Bleakie, Exec.

VAU 1-5 (CIC), Navy Bldg., Boston, Mass.
LCdr. C. J. Gilchrest, CO; Lt. R. L. Scott, Exec.

VAU 1-6, Fitchburg Airport, Fitchburg, Mass.
LCdr. W. O. Pierce, CO; LCdr. W. I. Shattuck, Exec.

Third Naval District

LCdr. W. E. Neumeyer, ARC(A)

VAU 3-1, USNRTC, Waterbury, Conn.
LCdr. P. P. Dzubay, CO; Lt. (jg) J. H. Norton, Exec.

VAU 3-2, Grumman Aircraft Engineering Corp., Bethpage, L. I., N. Y.
Lt. H. E. Larson, CO; Lt. (jg) G. E. R. Lapen, Exec.

VAU 3-3, USNRTC, Binghamton, N. Y.
LCdr. R. W. Atwater, CO; Lt. J. T. Byron, Exec.

VAU 3-4, USNRTC, Hartford, Conn.
LCdr. J. B. Pearson, CO; LCdr. M. M. Savitt, Exec.

VAU 3-5, USNRTC, Elmira, N. Y.
LCdr. J. L. Fagan, CO; Lt. R. F. Iszard,

VAU 3-6, Upper Montclair, N. J.
Cdr. A. F. Rice, CO; LCdr. L. H. Bodman, Exec.

VAU 3-7, (ACI), 3ND Hqtrs., New York, N. Y.
Capt. B. L. Lawrence, CO; Cdr. J. B. Coleman, Jr., Exec.

VAU 3-8, USNRTC, Watertown, N. Y.
Lt. F. T. Lapointe, CO; Lt. A. C. Brown,

VAU 3-9 (Wave), NAS New York, N. Y.
LCdr. F. M. Wilson, CO; LCdr. J. R. Brussel, Exec.

VAU 3-10 (CIC), Studio of Motion Picture Assn., New York, N. Y.
LCdr. E. K. Moss, CO; LCdr. E. D. Wadsworth, Exec.

VAU 3-11 (Photo), Studio of Willard Pictures Inc., New York, N. Y.
Cdr. J. M. Squiers, Jr., CO; Lt. G. L. Hough, Exec.

Fourth Naval District

Cdr. F. A. Brossy, ARC(A)

VAU 4-1 (ACI), NAS Willow Grove, Pa.
Cdr. R. F. Edgar, CO; Lt. G. K. Harper, Exec.

VAU 4-2, Wilkes-Barre, Pa.
LCdr. J. D. MacWilliam, CO; Lt. E. Lopatto, Exec.

VAU 4-3 (Elec), NAS Willow Grove, Pa.
Capt. R. S. Milne. CO; Cdr. B. C. Algeo, Exec.

VAU 4-4, USNRTC, Williamsport, Pa.
LCdr. F. L. Deitrick, CO; Lt. W. G. Pfeifer, Exec.

VAU 4-5, USNRTC, Harrisburg, Pa.
LCdr. C. H. Obrist, CO; LCdr. E. M. Green, Exec.

VAU 4-6, USNRTC, Altooma, Pa.
LCdr. C. J. Ferguson, CO; Lt. C. E. Brenner, Exec.

VAU 4-8, City Building, Bradford, Pa.
Lt. W. J. Buffington, CO; Lt. P. L. Griffiths, Exec.

VAU 4-9, USNRTC, Municipal Airport, Reading, Pa.
Lt. J. H. Mantis, CO; Lt. H. W. Monyer, Exec.

VAU 4-10, Villanova College, Villanova, Pa.
Cdr. W. Sinkler, II, CO; LCdr. L. D. Booth, Exec.

VAU 4-11, University of Pennsylvania, Philadelphia, Pa.
Cdr. F. S. Roach CO; LCdr. M. Watter, Exec.

VAU 4-12, USNRTC, Camden, N. J.
LCdr. W. T. Maguire, CO; LCdr. H. F. Williams, Exec.

VAU 4-13, USNRTC, Wilmington, Del.
Cdr. E. C. E. Lord, CO; LCdr. P. D. Kaspar, Exec.

VAU 4-15, USNRTC Youngstown, Ohio
Lt. H. P. Kosling CO; LCdr. R. A. Kennard, Exec.

VAU 4-17, USNRTC, Lima, Ohio
Lt. C. E. Stiles, CO; Lt. (jg) D. R. Champion, Exec.

Fifth Naval District

Cdr. H. D. Lovewell, ARC(A)

VAU 5-1, VFW Building, Parkersburg, W. Va.
LCdr. E. W. Beatty, CO; Lt. (jg) E. L. Knopp, Exec.

VAU 5-2, USNRTC, Huntington, W. Va.
LCdr. L. A. Shawkey, CO; Lt. P. H. Baer, Exec.

VAU 5-3, USNRTC, Fisherville, Va.
Lt. N. P. Crawford, CO; Lt. D. S. Geiser, Exec.

VAU 5-4, USNRTC, Lexington, Ky.
LCdr. T. F. Wilson, CO.

VAU 5-5, American Legion Bldg., Moorefield, W. Va.
Lt. J. E. Ansel, CO; Lt. (jg) J. W. Davis, Jr., Exec.

VAU 5-6, University of Virginia, Charlottesville, Va.
Lt. (jg) C. P. Lamm, CO.

VAU 5-7, Old High School, Covington, Va.
LCdr. W. J. Grubbs, CO.

VAU 5-8 (Research), NACA, Langley Field, Va.
Lt. H. J. Talley, Jr., CO; Lt. Maxime A. Faget, Exec.

VAU 5-9, American Legion Post, Bristol, Tenn.
Lt. J. H. Spraker, CO.

Sixth Naval District

LCdr. H. C. Jipson, ARC(A)

VAU 6-4, Scotch Meadow Club, Laurinburg, N. C.
LCdr. C. L. Prince, CO; LCdr. D. W. McCoy, Exec.

VAU 6-9, USNRTC, Greensboro, N. C.
LCdr. H. E. Carr, CO; LCdr. O. D. Gibbs, Exec.

VAU 6-11, USNRTC, Spartanburg, S. C.
Lt. (jg) R. L. Chatham, CO.

VAU 6-12, Asheville, N. C.
LCdr. H. C. Fisher, CO.

VAU 6-14, USNRTC, Daytona Beach, Fla.
LCdr. F. H. Tally, CO.

VAU 6-18, Sarasota-Bradenton Airport, Sarasota, Fla.
Capt. T. Durfee, CO; Capt. E. C. Parsons, Exec.
Cdr. A. B. Miller, OinC, Naples Detachment

VAU 6-19, USNRTC, Riviera Beach, Fla.
Cdr. D. G. Van de Water, CO; LCdr. H. G. Van Sant, Exec.

VAU 6-21, Dale Mabry Field, Tallahassee, Fla.
Cdr. J. T. Bize, CO; Lt. G. D. Avant, Exec.

VAU 6-23, Raleigh, N. C.
LCdr. G. C. Henry, CO.

VAU 6-24, Peabody College, Nashville, Tenn.
Cdr. M. D. Currey, CO; LCdr. R. D. Eadie, Exec.
VAU 6-25, USNRTC, Chattanooga, Tenn.
Cdr. C. Q. Nelson, CO.
VAU 6-26, American Legion Home, Americus, Ga.
LCdr. M. Dykes, CO.
VAU 6-27, Patrick Air Force Base, Cocoa, Fla.
Lt. (jg) M. M. Buchanan, CO.

Eighth Naval District

Cdr. P. V. Aronson, ARC(A)

VAU 8-1, USNRTC, San Antonio, Texas
Lt. E. R. Roberts, CO; Lt. C. A. Rhode, Exec.
VAU 8-2, Univ. of Houston, Houston, Texas
LCdr. B. Ellis, CO; Lt. E. A. Scown, Exec.
VAU 8-3, USNRTC, El Paso Texas,
Lt. R. F. Cornehl, CO; LCdr. J. M. Connell, Exec.
VAU 8-5, John Brown Univ., Siloam Springs, Ark.
Lt. C. M. Pinkerton, CO; Lt. I. N. Hepner, Exec.
VAU 8-6, USNRTC, Municipal Airport, Lafayette, La.
Lt. D. R. Domingue, CO; Lt. W. L. Chiquelin, Exec.
VAU 8-7, USNRTC, Beaumont, Texas
Cdr. D. N. Morris, CO; LCdr. W. N. Gray, Exec.
VAU 8-8, 223 N. Turner St., Hobbs, N. M.
Lt. (jg) R. A. Henderson, CO; Lt. J. R. Wycoff, Exec.
VAU 8-9, USNRTC, Fort Worth, Texas
LCdr. W. P. Stevens, CO; LCdr. J. A. Dacus, Exec.

Ninth Naval District

Capt. C. K. Wildman, ARC(A)

VAU 9-1, USNRTC, Sioux City, Iowa
LCdr. M. H. Tappan, CO; Lt. F. N. Teach, Exec.
VAU 9-5, Peru, Ind. (NAS Bunker Hill)
Cdr. R. R. Rhodes, CO; LCdr. H. D. Ashman, Exec.
VAU 9-6, Appleton, Wisc.
Lt. K. E. Sannes, CO; Lt. (jg) R. W. Andersen, Exec.
VAU 9-10, NAS St. Louis, Mo.
LCdr. J. F. Hallett, CO; LCdr. W. Pagenstecher, Exec.
VAU 9-11, USNRTC, Terre Haute, Ind.
Lt. J. C. Hart, CO; Lt. (jg) W. L. Doolittle, Exec.
VAU 9-12, USNRTC, Cedar Rapids, Iowa
LCdr. W. D. Schroeder, CO; Lt. R. F. Brombaugh, Exec.
VAU 9-13 (GM), University of Notre Dame, South Bend, Ind.
LCdr. R. A. Baske, CO; Lt. (jg) J. H. Madden, Exec.
VAU 9-14, Municipal Airport, Grand Forks, N. D.
Lt. (jg) C. W. Bullard, CO; Lt. (jg) O. R. Stokke, Exec.
VAU 9-15, USNRTC, Des Moines, Iowa
LCdr. W. R. O'Halloran, CO; Lt. G. T. Niederhauser, Exec.
VAU 9-16, (Photo), Chicago, Ill.
LCdr. J. C. Diebold, CO; LCdr. W. P. Everote, Exec.
VAU 9-17, USNRTC, Dubuque, Iowa
Lt. R. A. Wagner, CO; Lt. L. Martin, Exec.
VAU 9-18 (ACI), USNRTC, Milwaukee, Wis.
LCdr. A. W. Kivett, CO; Lt. F. J. Garity, Exec.
VAU 9-22, USNRTC, Waterloo, Iowa
LCdr. J. R. Martelle, CO; Lt. R. W. Marquis, Exec.
VAU 9-24, USM/MCRTC, Peoria, Ill.
LCdr. J. N. Deets, CO; Lt. F. B. Oats, Exec.
VAU 9-28, Naval Reserve Armory, Quincy, Ill.
LCdr. H. J. Hoener, CO; Lt. H. M. Oelklaus, Exec.
VAU 9-29, Naval Training Station, Racine, Wis.
LCdr. L. L. Freeman, CO; Lt. J. S. Barnett, Exec.
VAU 9-30, Airbase, Watertown, S. D.
Lt. O. "E." Beardsley, CO; Lt. (jg) J. T. Horan, Jr., Exec.
VAU 9-31, Moberly, Mo.
LCdr. D. A. Pierce, CO; Lt. J. H. Moore, Exec.
VAU 9-32, Naval Armory, Indianapolis, Ind.
LCdr. J. H. Bushong, CO; Lt. J. E. Garwood, Exec.

Eleventh Naval District

Cdr. G. V. Walker, ARC(A)

VAU 11-1, USNRTC San Diego, California
Cdr. C. E. Smith, CO; LCdr. F. C. Geer, Exec.
VAU 11-3 (GM), USNAMTC, Pt. Mugu, Port Hueneme, Calif.
Cdr. R. H. Peterson, CO; Lt. J. Nickel, Exec.
VAU 11-4 (LTA), USNRTC, Los Angeles, Calif.
LCdr. H. G. Richardson, CO; LCdr. C. B. Carpenter, Jr., Exec.
VAU 11-5 (GM), USNRTC, Camp Decatur, San Diego, Calif.
Lt. (jg) W. J. Morrow, CO; Lt. W. M. Cole, Exec.
VAU 11-6, USNRTC, NAS Santa Ana, Calif.
Cdr. L. W. Wheatley, CO; LCdr. E. V. Steele, Exec.
VAU 11-7, USNRTC, San Pedro, Calif.
Lt. E. Grinell, CO; Lt. P. L. Brady, Exec.
VAU 11-8, USNRTC Hawthorne, Calif.
LCdr. B. E. Moore, CO; LCdr. H. G. Peery, Exec.
VAU 11-9, USNRTC, Compton, Calif.
Lt. L. J. Kramer, Jr., CO; LCdr. W. L. Mathis, Exec.
VAU 11-10, USNRTC, Huntington Park, Calif.
LCdr. D. D. Adams, CO; Lt. R. B. Weiss, Exec.
VAU 11-11, USNRTC, Los Angeles, Calif.
Cdr. H. W. Grieve, CO; LCdr. E. W. Elliott, Jr., Exec.
VAU 11-12, USNRTC, Santa Monica Municipal Airport, Santa Monica, Calif.
Cdr. D. C. Turinetto, CO: LCdr. E. C. Fisher, Exec.
VAU 11-13, USNRTC, Pasadena, Calif.
LCdr. J. E. Palmer, Jr., CO; LCdr. M. W. Priseler, Jr., Exec.
VAU 11-14, USNRTC, No. Hollywood, Calif.
LCdr. R. E. Regan, CO; LCdr. J. S. Crews, Exec.
VAU 11-15, USNRTC, San Bernardino, Calif.
LCdr. R. B. Speer, CO; LCdr. R. K. Scholton, Exec.
VAU 11-16, (GM), USNRTC, Los Angeles, Calif.
Cdr. W. C. Michaels, CO; LCdr. J. M. Caulfield, Exec.
VAU 11-17, USNRTC, Tucson, Arizona
LCdr. A. H. Knouff, CO; Lt. B. R. Scherer, Exec.
VAU 11-18, USNRTC, Bakersfield, Calif.
LCdr. R. M. Hunt, CO; LCdr. D. L. Knopf, Exec.
VAU 11-19, NAS El Centro, California
Lt. K. A. Holmes, CO; Lt. (jg) R. O. Carlson, Exec.

Twelfth Naval District

Cdr. W. F. McDonald, ARC(A)

VAU 12-1, USNRTC, San Jose, Calif.
Lt. R. C. Lindsey, CO; Lt. J. L. Monday, Exec.
VAU 12-2 (LTA), NAS Moffett Field, Calif.
LCdr. W. J. Watson, CO; LCdr. D. C. Adie, Exec.
VAU 12-4, Nav Sta, Treasure Island, Calif.
Cdr. J. L. Carlson, CO; Lt. P. E. Jurvig, Exec.
VAU 12-5, NAS Moffett Field, Calif.
LCdr. U. C. Walk, CO; LCdr. R. M. Fraser, Exec.
VAU 12-6, NAS Alameda, Calif.
LCdr. H. G. Fisher, CO; Cdr. J. C. Crowell, Exec.
VAU 12-7, United Airlines Terminal, Modesto, Calif.
LCdr. H. O. Brooks, CO; Lt. K. W. Blake, Exec.
VAU 12-8, Veterans Memorial Bldg., Eureka, Calif.
LCdr. C. M. Crawford, CO; LCdr. O. S. Nagel, Exec.
VAU 12-9, Santa Rosa Junior College, Santa Rosa, Calif.
Cdr. E. J. Portugal, CO; LCdr. S. N. I. Patzer, Exec.
VAU 12-10, (VR), Coast Guard Bldg. #E, Mills Field, So. San Francisco, Calif.
Cdr. K. F. Lueder, CO; Lt. J. L. Robertson, Exec.
VAU 12-11, USNRTC, Reno, Nevada
Cdr. W. B. Randall, CO; LCdr. R. C. Bennett, Exec.
VAU 12-12, USNRTC, Stockton, Calif.
LCdr. H. W. Clingman, CO; LCdr. E. J. Mondun, Exec.
VAU 12-13, Camp San Luis Obispo, San Luis Obispo, Calif.
LCdr. R. W. Miller, CO; LCdr. V. D. Lewis, Exec.
VAU 12-14, NAAS Monterey, Calif.
LCdr. J. D. Campbell, CO; LCdr. A. J. Edman, Exec.

Thirteenth Naval District

Cdr. W. W. Jones, ARC(A)

VAU 13-2, Klamath Falls Airport, Klamath Falls, Ore.
Lt. R. L. English, CO; LCdr. C. D. Rauch, Exec.
VAU 13-4, USNRTC, Boise, Idaho
LCdr. J. S. Farley, CO; Lt. (jg) D. F. Perry, Exec.
VAU 13-5, USNRTC, Billings, Mont.
Cdr. T. P. Mulvihill, CO; Lt. J. W. West, Exec.
VAU 13-8 (ACI), NAS Seattle, Wash.
Cdr. A. M. Chamberlin, CO; LCdr. D. G. Woodcock, Exec.
VAU 13-10, NARTU, NAS Seattle, Wash.
LCdr. T. A. Kinsman, CO; LCdr. M. W. Stacy, Exec.
VAU 13-11, AF Recrtg. Bldg., Yakima, Wash.
LCdr. E. D. Jacobson, CO; LCdr. R. A. Glaspey, Exec.
VAU 13-12, Sun Valley Lodge, Sun Valley, Idaho
LCdr. J. C. Burgy, CO; Lt. A. W. Shultz, Exec.
VAU 13-13, Brewster High School, Brewster, Wash.
LCdr. F. G. Crane, CO; Lt. (jg) J. E. Livingston, Exec.
VAU 13-14, Naval Ordnance Plant, Pocatello, Idaho
Lt. G. D. Wood, CO; LCdr. V. J. Warning, Exec.
VAU 13-15, 20 Mission St., Wenatchee, Wash.
LCdr. G. A. Morrison, CO; Lt. (jg) A. W. Gracey, Exec.
VAU 13-16, USNRTC, Tacoma, Wash.
LCdr. R. W. Neil, CO; LCdr. J. R. Schiller, Exec.
VAU 13-17, Federal Bldg., Medford, Ore.
LCdr. B. L. Bardeen, CO; LCdr. L. E. Messenger, Exec.

Potomac River Naval Command

Capt. P. E. Gillespie, ARC(A)

VAU W-1 (GM), Nav. Rec. Sta., Washington, D. C.
LCdr. V. H. Grant, CO.
VAU W-2 (ACI), Officer's Club, Bethesda, Md.
LCdr. J. H. Moore, CO; LCdr. E. A. Monaghan, Exec.
VAU W-3 (Carriers), T-3 Bldg., Navy Dept., Washington, D. C.
LCdr. J. C. Terry, CO; Lt. G. A. D'Onofrio, Exec.
VAU W-4 (Aircraft Maintenance), Navy Dept., Washington, D. C.
LCdr. W. C. Morhard, CO.
VAU W-5 (Aerology), Weather Bureau, Washington, D. C.
LCdr. R. H. Martin, CO; LCdr. M. E. Cox, Exec.
VAU W-6 (Civil Aviation), Dept. of Commerce, Washington, D. C.
Cdr. F. B. Lee, CO; Lt. C. O. Cary, Exec.

TWIN ENGINES ON CARRIER

FIRST TWIN-engine aircraft to make a landing aboard an American carrier apparently is the XJO-3, a tricycle Lockheed plane resembling today's JRB Beechcraft.

Commenting on the first landings of the new AJ-1 aboard the *Coral Sea*, the NAVAL AVIATION NEWS (January 1951) reported records did not show any other multi-engine planes had landed and taken off except the F7F-1 and B-25. It asked anyone who knew of other landings to advise of the event.

From RAdm. A. K. Doyle, chief of Naval Air Reserve Training, came a letter which corroborated the unconfirmed report the NEWS had on the XJO-3. In 1938 he reported to the *Saratoga* air group for duty "and to our amazement, one day LCdr. (now Captain) Thurston Clark, landed at North Island in the XJO-3 and announced that he had been authorized to land it aboard a carrier.

"The plane was underpowered and in the event of a wave-off, the pilot might have found himself in trouble. I personally, from the air, watched her make several landings on either the *Lexington* or *Saratoga*," Adm. Doyle reported.

Several other Navy men reported that they too had seen the Lockheed twin-engine transport land aboard. Lt. J. K. Parish of NATTC MEMPHIS said he saw it operating off the *Saratoga* while C. E. Brown and W. S. Martin, both AMC's of the same station, reported they saw it land and take off the *Lexington*.

The plane had a tail hook which operated from inside the plane by means of a cotton line, a somewhat informal method compared to today's hooks. While at San Diego, the aircraft was kept at the tin hangar on the west beach, they reported.

Another twin-engine plane which might have made carrier landings but did not because of too high power-off landing speed was the XF5F Grumman *Skyrocket*. Adm. Doyle reported it was not accepted for production because the speed was about 82 mph.

Another bit of history that might be of interest to pilots who flew the F4F *Wildcat* in early days of the war was recalled by Adm. Doyle. "In 1936 and 1937, details of the remarkable performance of the *Hurricane* and *Spitfire* came out. On Lindbergh's return from Berlin he had rather complete details on the Messerschmitt," he said.

"In Bureau of Aeronautics, we know that these planes far out-performed anything we had on the boards, and in an effort to produce a naval fighter comparable to foreign fighters, some of us tried to have some of the restrictions eased. At that time there was a requirement for an 8-G pull-out.

"Investigation showed that the manufacturer was required not only to build for an 8-G pull-out test, but also had a 1.35 safety factor and a 1.15 construction factor added. Anyone who can multiply can figure how strong these airplanes were.

"All efforts to lower the safety factor were unsuccessful. An attempt was made to raise the landing speed limit from about 70 miles to about 80 miles an hour and this, too, failed. Speed was not built into our fighters until the success of the Japanese *Zero* in early days of World War II," Adm. Doyle reported.

F7F's landed aboard the *Randolph* in the fall of 1944 and the B-25C, a hook-equipped Army Air Force plane, on the *Shangri-La*. The Navy had a T2D-1 biplane built by Douglas in 1927 but no information was received on whether it preceded the XJO-3 aboard a carrier.

WHERE ONCE *powder charges blew OS2U's off the stern end of cruisers is only a flat deck today—a homing ground for helicopters which have replaced the float planes. In this picture Lt. F. D. Richards takes off from the USS Columbus at Villefranch, France, harbor.*

Hayes Family Gets New Pet

Fawn Scorns Greens—Eats Pretzels

NAAS WHITING FIELD—Several months ago, Charles Hayes AD1, while working with the crash crew, found a half-starved fawn lying on the edge of Choctaw Field. Hayes noticed that the creature had an injured leg and was completely helpless.

Rather than leave it to die, Hayes decided to take it home with him and try to nurse it back to health. That night, when he went to carry the fawn to his car, he found no resistance.

Immediately upon its arrival at the Hayes residence just outside the main gate of Whiting Field, the fawn was given plenty of fresh milk. Soon, Bambi, as the fawn was named, became one of the family.

During the day he is a fine playmate for little Janice and Terry, the Hayes children. But whenever Hayes comes home or chow is being served, Bambi can be found pounding on the kitchen door with his forefeet. He is devoted to the whole family, and one of his affectionate gestures is licking Hayes' ears.

HAYES FAMILY WATCHES BAMBI EAT HIS CHOW

Strangely enough, this herbivorous animal will not eat any greens. His favorite diet consists of milk (with an egg in it), pretzels and apples.

Though quite amiable, Bambi is often chased by unneighborly dogs. If he can't outrun them, which is seldom, he turns around and gives them a dose of his vicious front feet. There aren't many dogs who are foolish enough to get in Bambi's way twice, so he eventually is left unmolested.

★ ★ ★

GCA BOX SCORE

December Total Approaches	11,681
December Instrument Approaches	914
Grand Total Approaches	447,181
Grand Total IFR	19,739

AIRSHIP CRASHES IN RIVER, FLIES HOME

NAF WEEKSVILLE—Proof that the airship can take it came to light recently when a blimp from ZP-1, down twice for the count, rose again and flew under its own power to its base at Weeksville.

The airship K-116 was returning from a routine operational training flight on 10 January when it crashed in the Pasquotank river, a quarter mile offshore from NAF WEEKSVILLE at 2253. The airship was conducting an apparently normal night landing approach when it suddenly dropped into the icy water.

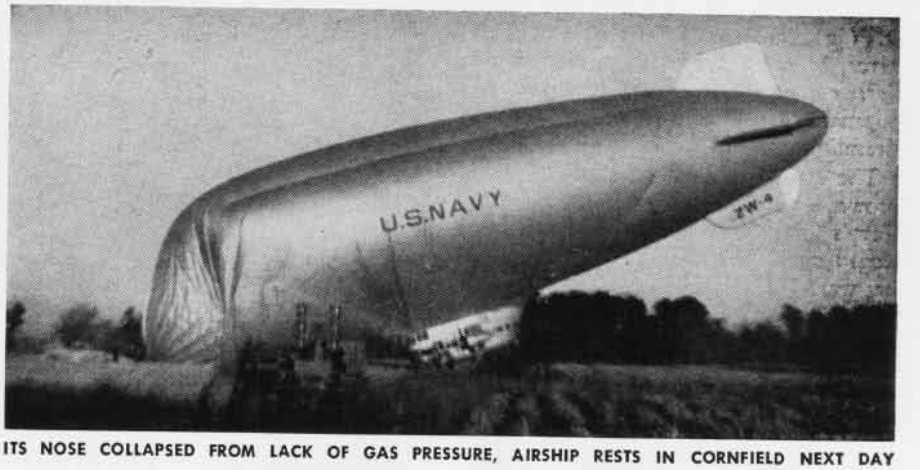
Lt. John Vaughn, pilot on the elevator, was hurled completely through the windshield upon impact with the water. He swam ashore and was the first person to be recovered. Six suffered minor cuts and bruises and all suffered from shock and exposure. Crew members left the airship in orderly manner.

However, before the airship could be completely abandoned, it rose again into the air, taking with it Lt. Roland Garner, flight captain, and Lt. (jg) Donald Mayer, pilot.

Crash boats from Weeksville and nearby Elizabeth City Coast Guard air station while searching for survivors, attempted to take the huge 250-foot airship in tow. The task was too great for the small craft and the airship broke away from its would-be captors.

Pilots on board the craft valved helium to make the airship heavy and it settled back into the water. Crash boats came alongside in the darkness and the remaining pilots abandoned the helpless airship.

It drifted for about an hour, a victim of light winds and tide. Personnel attached to ZP-1 and Weeksville were divided into two salvage crews, one crew remaining on the south side of the river and the second on the north side, to capture the drifting airship should it come ashore by any happy chance.



ITS NOSE COLLAPSED FROM LACK OF GAS PRESSURE, AIRSHIP RESTS IN CORNFIELD NEXT DAY

A second airship, in the immediate area at the time of the crash, kept the abandoned airship under observation as it drifted. It was caught in a cornfield about three hours after the initial crash, five miles east of Camden, N. C.

Although badly damaged and partially deflated, it was decided to attempt to save the airship rather than deflate it in the field. A portable mast was rushed to the scene and salvage operations began.

As soon as daylight hours appeared, a helicopter piloted by Lt. Dave Oliver, USCG, transported men and equipment across the mile-ride river, instead of their making the 15-mile trip via auto and truck across the only bridge.

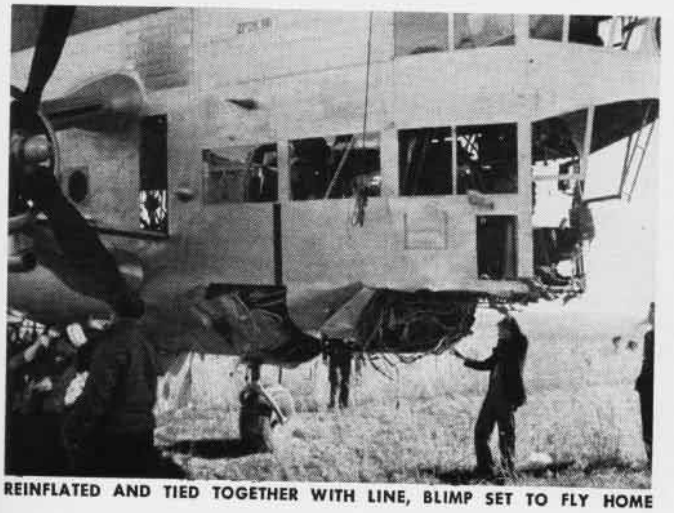
By mid-afternoon, temporary repairs had been completed. The airship was reinflated and flown back to Weeksville. Although the forward car structure was held only by rope, but one engine was operative, the propeller was jammed in full low pitch, all instruments were out, the entire pilots' compartment open to the elements, and no throttle control in the cockpit, the return flight to Weeksville was made without incident, although a bit gingerly.

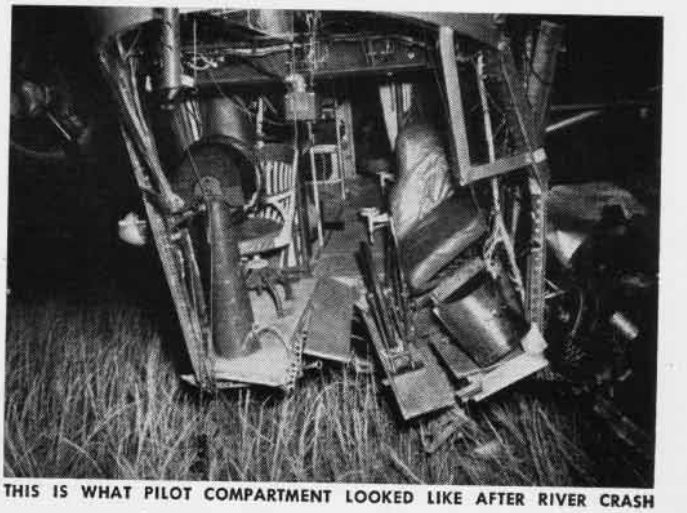
PILOTS and crew members who flew the airship from the cornfield to the hangar were LCdr. L. W. Strum, Jr., squadron exec; Lt. M. Holzrichter, H. H. Hanes, AFC (AP), and C. R. Plyler, ADC.

At Weeksville, additional repairs were completed and on 18 January the badly-damaged airship was flown to O&R Lakehurst. It was deflated, inspected, repaired and put back in service. Members of its crew when it crashed were Vaughn, Lt. P. W. Muehlen, Lt. (jg) R. L. Hagedorn, W. Dozier, ADC; J. I. Lusher, ADE1; N. C. Stafford, AL3; F. L. Parker, AL1, and M. S. Hastings, AM1.

Crew members who flew the partially-repaired airship to Lakehurst were Strum, Vaughn, Lt. W. Skinner, Lt. (jg) R. Hagedorn, C. R. Plyler, ADC; W. L. Nunnally, AMC, and J. C. Wilson, AL1.

ZP-1 made news four years ago when three of its blimps flew cross-country from Santa Ana, Calif., to Weeksville, bucking storms, desert heat, mountain altitudes and winds during the "hegira."


REINFLATED AND TIED TOGETHER WITH LINE, BLIMP SET TO FLY HOME


THIS IS WHAT PILOT COMPARTMENT LOOKED LIKE AFTER RIVER CRASH

Heroic Rescue Attempt Fails

First Negro Naval Aviator Loses Life

Though he did not know it, when Lt. (jg) Thomas J. Hudner, of Fall River, Mass., and the *Leyte,* landed his *Corsair* in an attempt to rescue a downed shipmate, he spiked another of the Kremlin's propaganda guns.

The stricken pilot was Ensign Jesse Brown, of Hattiesburg, Miss.—the Navy's first Negro aviator, and the first Negro naval officer to give his life in any war.

ENS. JESSE BROWN LOST WHEN HIT BY AA FIRE

Brown, also of the *Leyte,* crash-landed in Korea about five miles behind enemy lines after his plane was damaged either by anti-aircraft or small arms fire. Hudner, circling the burning plane, saw that Brown was trapped in the cockpit. Scene of the drama was in wild mountains of Northern Korea. There had been a two foot fall of snow. Time of the day was late in the afternoon and the temperature was 25° below zero. Despite evidence of considerable enemy activity in the area, Hudner immediately set his plane down in the rocky field and tried to remove Brown from the plane.

Brown's plane was considerably damaged. It was immediately apparent that quick action would be necessary if Brown were to be saved.

When he found that he could not open the canopy, Hudner kept the flames away from Brown by packing the fuselage with snow. Meanwhile, Hudner had radioed his strike leader, LCdr. Richard L. Cevoli, of East Greenwich, R. I., to have the rescue helicopter bring fire extinguishers and an axe.

The Marine rescue helicopter arrived within a few minutes, but Brown died before he could be removed from the plane.

"There has been no finer act of unselfish heroism in military history," said Capt. Sisson, skipper of the *Leyte.* "From the time of the first reports, we all prayed that our injured shipmate's life would have been spared thereby."

Capt. Sisson said he had recommended Hudner for the highest possible award for heroism for his attempted rescue.

TENDER SAVES 7 CHINESE

TYPHOON-WHIPPED SEAS THREATEN FREIGHTER

USS SUISUN, PACIFIC—Rescue of seven Chinese Nationalist sailors from a stricken Chinese Liberty ship which broke its tow was accomplished by this seaplane tender at it fled Typhoon *Ossia* in Formosa straits.

The rescue was made last October, but details have just been released of the feat, which was accomplished despite high seas of the typhoon and language barriers. First news of the crippled ship came from a patrol plane which sighted it. The *Suisun* changed course and found it late in the evening. Throughout the night the tender kept it on the radar scope, cruising back and forth, and illuminating the ship with its searchlight each time it steamed past the rolling freighter.

At daybreak it was decided the seas were too high to permit towing the ship or launching a whaleboat to take off seven survivors seen on the deck. The Liberty ship listed to port and rolled wildly.

Six times the *Suisun* steamed past the stern to fire a line aboard with the Lyle gun. On the first five tries the strong wind carried the line away from the ship. The sixth was successful but in their eagerness the Chinese put too much strain on the messenger line and it parted. Immediately four of them jumped overboard into the heavy seas.

The *Suisun* then maneuvered close aboard the Liberty ship, recovering the four men in five minutes, although it was difficult to control the tender and to keep its own men from being swept overboard. After much sign language talk, one of the rescued Chinese was instructed to talk to his mates remaining on the freighter over the bull horn.

As it passed close by the Liberty ship, the *Suisun* launched a rubber liferaft, planning for it to drift down to the ship. While it still was 100 yards away, three Chinese jumped in the heavy seas and tried to swim for it. They were unable to see or swim to the raft, so the tender was forced to come close alongside the freighter again and pull the men aboard out of the turbulent seas.

Heavy swells broke over her weather decks repeatedly during the rescue operation, so that only a few of the tender crew was allowed outside. Once aboard, the last rescued man insisted on bowing and thanking each sailor or officer he saw. "Sank you, sank you" was the ship's password for the next few days.

Because the drifting freighter was a menace to navigation, the *Suisun* stood by her four days until two ships arrived

RESCUED CHINESE SEAMEN ABOARD THE SUISUN

to take it in tow. The crew of the *Suisun* were almost exhausted from the long vigil. As far as could be learned, the freighter had been under tow but the tug parted its line or dropped it after developing engine trouble, leaving the freighter helpless in the typhoon's path. Capt. Henry G. Sanchez was skipper of the *Suisun.*

Jet Heat Melts Down Icing

Marines Come Up With a Fancy Twist

MCAS CHERRY POINT—Darn clever, these Marines in VMF-122.

Cold rain days had been putting sheaths of ice on the F2H *Banshee* fighters of the squadron, making it hard to keep up flight schedules. Then up came 1st Lt. C. B. Lafayette, flight line officer, with an idea.

His plan called for a jet to taxi to an angle, with the exhaust aimed at a point between the tail and wing section of the second, ice-bound plane. The heat of the exhaust whisks the ice from the second without doing it any damage by excessive heating.

The process is then repeated from the same angle on the other side of the craft. Thus LCol. D. E. Marshall's squadron can put an eight-plane formation in the air within a half hour of a possible call even though the ice otherwise would make the plane practically useless.

It takes about 10 minutes to jockey the "defrosting" plane into position and administer the treatment to one aircraft. The process is shortened by the heat from the jet exhausts of front line planes melting the ice on the rear line planes.

MARINE T/SGT. F. W. Scroggs and 1st Lt. John L. Scott test-hop new Bell HTL-4 before disassembling it for trip to Korea

MECHANICS AT Quantico disassemble stabilizer bars on helicopter prior to loading it aboard the transport plane for Orient

FROM FACTORY TO WAR ZONE IN SIX DAYS

THE KOREAN war, like no other conflict to date, has put the spotlight on the value of air transport to rush needed battle equipment and men to war zones. Latest example of this saw the Marines pick up four little Bell HTL-4 helicopters from the factory in Buffalo, N. Y. and six days later deliver them to the Far East in "flyaway condition" aboard ships.

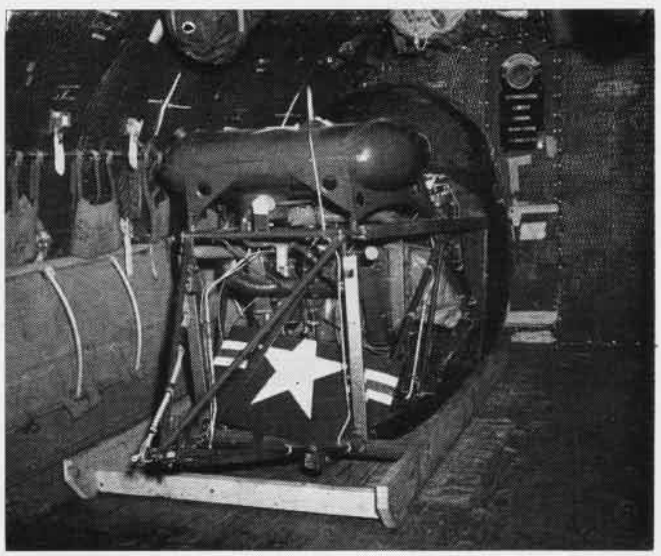
The helicopters were disassembled at the plant and loaded two to each R5D, piloted by LCols. M. T. Shepard and John Carter. The transports flew them to Quantico where they were "winterized" right in the plane and then headed west. Layovers were made at El Toro to give the R5D's final checks and at Guam to rest the plane crews.

In another similar operation, Navy Fleet Logistic Air Wing transports took aboard disassembled HTL-4's and flew them from Quantico to the Korean war zone in a few days. Pictures on this page show the latter operation.

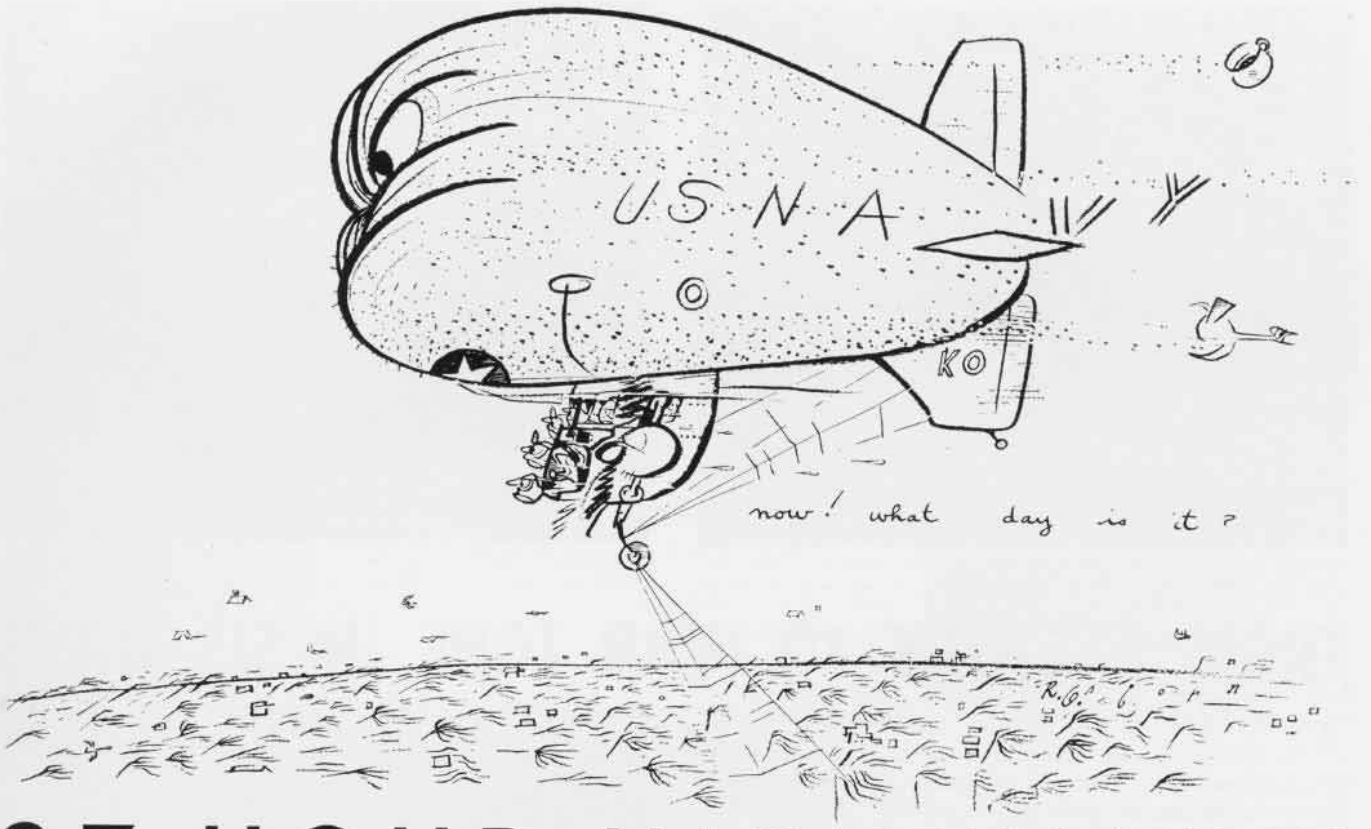
The Marine air lift arrived in Japan in a driving rain, but the little helicopters were reassembled within a few hours after arrival, under the supervision of Bell technical experts.

TWO BELL helicopters, disassembled and crated, sit on ramp at Quantico; rush order for more pinwheels brought quick action

LEATHERNECKS load the crated forward section of helicopter in transport; Fleet Logistic Air Wing planes carried 2 pinwheels



COCKPIT AND engine are stowed for shipment; a few days later these planes were spotting gunfire for the Marines in Korea



27 HOUR NIGHTMARE!

MOST EXPERIENCED HTA pilots can recall some flights that they would just as soon forget. The sort where darkness, rain, turbulence, and inoperative radio aids seemed to have formed a secret alliance to defeat their best efforts. But for the most part these "hairy-rides" didn't last too long.

Try to remember the worst mess that you were ever in while airborne? How long did it last? Thirty minutes, maybe an hour or two, but rarely longer? Now try to picture yourself in trouble that lasted all day, all night, and the better part of the next day. That's what happened to the crew of a ZP2K on a recent hurricane evacuation flight.

The flight departed Key West, Florida, late one night only to suffer a broken rudder drive shaft on the automatic pilot, causing complete loss of rudder control. The ship returned to base and made a good emergency landing, using come-alongs and engines for rudder control. Repairs were effected as rapidly as possible and at 1000 the next day the ZP2K again departed Key West for NAF GLYNCO 450 miles away.

New pilots were assigned for the second flight, but the crew remained the same. Estimated time-en-route was 15 hours as 20-knot headwinds were predicted. The ship carried three pilots, a crew of six, and 720 gallons of fuel. Static weight was 2175 lbs. heavy.

Because of the earlier failure of the rudder drive shaft the pilots had been instructed not to use the auto-pilot. The radar equipment was inoperative prior to take-off, and the gyrosyn compass failed shortly after leaving Key West.

The following excerpts are taken from the pilots' joint statement and give some idea of the difficulties encountered during the next 27 hours:

1000—Took-off . . . rudder control checked to insure that repairs were satisfactory. Proceeded northward on Key West Beam. 30″ manifold pressure, 1300 RPM, leaned out, airspeed 55 knots. Gyrosyn compass out.

1300—Numerous rain squalls, 800 foot ceiling, wind NNE, 25-30 knots. Heading north along west coast of Florida. Reduced power settings to 26″, 1200 RPM because of turbulence in and near rain squalls.

Headwinds Slow Flight Down

1600—Over Tampa Bay. 17 hours fuel remaining . . . strong gusty headwinds. Heading up coast for Cross City.

1700—North of Tarpon Springs . . . not making much headway, decided to give up attempt to make Cross City, turned inland to gain advantage of being more nearly headed into wind for Jacksonville. ADF very erratic.

1915—15 miles NW of Tampa. Estimate JAX by 0830, wind 30 knots from NNE. Darkness set in . . . continuous rain, low visibility, ceiling 500 feet.

0230—Attempted to identify small city near large body of water. Unsuccessful, but believed to be part of St. John's River. (Later proved to have been Leesburg considerably further south.)

Over Water or Land?

0400-0800—Positions uncertain . . . ADF oscillating . . . bearings on Jacksonville and Glynco showed us to be at sea. Investigated frequently with landing light . . . still over land. Reduced power to 1000 RPM, 23″ manifold pressure, airspeed 45 knots. Tried one engine operation but unable to hold heading. Requested bearing on our transmissions from Glynco . . . unable to raise Glynco.

0815—Search and Rescue plane from Jacksonville asked our position. Advised that we are investigating landmark 8 miles south of Maxville. Unable to locate Maxville on our chart. Requested vector to Jax. *Dumbo 31* advised our position 20 miles SW Jax. Proceeded to intercept Jax beam.

0845—Over Cecil Field. Received message: "Ground handling officer at Jacksonville. Land only if necessary." Cecil Field tower gave weather to Glynco, advised wind 20 knots from 080° at 500 feet.

0900—Departed Cecil Field for Glynco estimating 2 hours enroute. Four hours fuel remaining.

0915—Jacksonville radio advised us to fly at least 700 feet to clear radio towers. In fog working Glynco beam, revised ETA to 1130.

1000—Still on Glynco beam, strong NE wind with gusts, visibility zero above 300 feet.

1100—Dead reckoning position 12 miles south of Glynco. Brunswick radio asked for identifying landmarks. Descended to 500 feet, reported highways, etc. Crossed to Brunswick radio.

Man the Pumps, Mates!

1200—Advised Brunswick radio 4 miles out on SW leg of Glynco beam with 25 gallons remaining, manned both wobble pumps. Estimated wind 35-40 knots. Unable to raise Glynco tower, requested field lights turned on . . . relayed by Brunswick to Glynco.

1230—Still unable to see field . . . ceiling 300 feet . . . looking for emergency landing sites . . . notified crew to prepare to ditch. Notified Brunswick radio we were preparing to land near highway with power available for control in order to save personnel. Brunswick radio warned of high tension wires near highways.

1245—Selected corn field south of highway on Glynco beam for emergency landing, turned into approach and started valving helium. Cautioned crew to open all ports and hatches and to stand by to abandon ship.

1250—Engines sputtered and quit as landing was made at 12-15 knots. Wheel down to absorb some shock of landing. As ship touched down, it hit a stump and fell off to starboard, sliding to a stop . . . command given to abandon ship and rip."

The Accident Board and reviewing authorities all gave this crew an "E" for effort, endurance, and the good emergency landing, but made the following observations:

The airship should have been fueled to capacity before take-off. Other ships being evacuated carried 100 gallons more fuel.

More Power, More Mileage

The pilot, in his efforts to conserve fuel, reduced his airspeed too much in the heavy headwinds. With slightly higher power settings, the ZP2K would have made more ground miles per gallon and probably could have reached its destination.

The flight filed VFR, and the pilot did not have an instrument card. Under normal circumstances, he should have returned when he first encountered marginal weather without radar, gyrosyn compass, or accurate ADF. However, since the hurricance was still expected to hit Key West, his decision to proceed was sound—the only thing to do then.

A refueling stop at Jacksonville, with no mast and with inexperienced ground handlers, would have been very hazardous in the prevailing weather.

As a result of this accident, consideration is being given to installing additional emergency mast facilities somewhere between NAS KEY WEST and NAF GLYNCO.

Fourth Wreck Kills Pilot

Metzger Meets Death on Snowy Terrain

The luck that rode with Ens. Robert D. Metzger through three spectacular crashes in 21 days last September ran out on him on 16 January when his *Hellcat* fighter crashed on a mountain peak near Williams, Calif., killing him instantly.

Metzger's three crashes were described in the January NAVAL AVIATION NEWS in an article from FAWTUPac. On 11 September his F4U-5N crashed in the Pacific off Barber's Point, Oahu, and a helicopter picked him up in 30 minutes. On 15 September on a night flight, his landing gear would not lower and he made a crash landing. Accident #3 came 16 days later. His F6F-5N lost power on takeoff and he landed wheels up. In none of the three wrecks was pilot error blamed.

The newly-commissioned ensign ran into his last accident. On a routine night training flight from Moffett field, his plane ran into the mountain peak and buried under 24" of snow. Sixty planes hunted for him several days before the wreckage was located.

Cameraman To Get Citation

World War II Pictures Finally Win Out

It took five years and a whole series of events for Navy Photographer William Bates to collect his citation for an outstanding set of action photographs showing the flame-gutted carrier *Franklin* burning in World War II.

Bates was a photographer aboard the cruiser *Santa Fe* which came alongside the stricken carrier, hit by a Jap bomb which set afire planes on her decks. More than 700 men died in that holocaust but the carrier still floated. Bates took a spectacular series of pictures of the carrier from close alongside, some showing hundreds of casualties clustered on the flight deck.

Nobody knew who took the pictures and one was selected as among the war's best by the Navy Photographic Institute. It was selected by *Life* magazine for inclusion in a picture volume on World War II. A review of the book by *Time* intimated Capt. Edward Steichen, head of the Navy's aviation photographic unit, took them.

Steichen advised *Time* in a letter "I wish I had . . . I hope this incident will serve to reveal his name as I have a citation for him in recognition of his outstanding work."

The incident revealed Bates. He was at war again and still taking pictures, this time off Korea, aboard the *Philippine Sea*. Some of them have appeared in NAVAL AVIATION NEWS. Capt. Steichen, now back on active duty and in the Pacific, plans to deliver the citation.

ONE OF THE NEWEST *Navy commands, Fleet Air Japan, formed recently in Tokyo, is shown in the above picture. RAdm. George R. Henderson heads the new command. His officers are front row, LCdr. J. E. Gibbs; Cdr. D. J. O'Meara, Cdr. J. B. Vredenburgh, Adm. Henderson, Capt. W. E. Gentner, Jr., chief of staff and aide; Cdr. W. C. Fortune, Cdr. C. A. Shipman. Middle row, LCdr. R. W. Fondren, LCdr. J. L. Graham, LCdr. C. B. Johnson, LCdr. C. H. Norwood, LCdr. K. M. Jackson, flag secretary and aide; LCdr. H. Points, LCdr. N. A. Commons, LCdr. E. C. Scully and Maj. A. H. Parrish, USAF. Back row, Lt. (jg) J. S. Constanzo, Lt. (jg) J. R. Roberts, Lt. E. E. Wigington, Lt. C. M. Withrow, Capt. J. A. Dorsey, USMC; Lt. G. H. Vocke, Lt. E. Jack, Lt. J. Kaspary, Lt. E. P. Walker, Lt. N. J. Kozak and Lt (jg) J. Smith. The Korean war has brought the command plenty of work to do.*

Reserves! Here's the Word

VAU 4-10, second largest volunteer aviation unit meets at Vilanova College—in front row are Taylor, Shields, Terrell, Kane, Sinkler, Atterbury, Wright, Wilhelm, and Shoken

More Cruises for Reserves

Volunteer Naval Air Reserve pilots, who either are members of Volunteer Aviation Units or have definite mobilization billets, will now be able to get in two-weeks annual training duty involving flying—with pay. Funds have recently been allotted to provide cruises for 1000 Reserve naval aviators during this fiscal year (which ends on 30 June 1951).

Quotas have already been assigned to the various district commandants who assign Volunteers to this type of duty.

The cruises will be given primarily at naval air stations and units under the Naval Air Reserve Training Command, although a few pilots in special categories, such as VR pilots, may take their training with Fleet units and squadrons.

A number of enlisted Volunteer Naval Air Reservists will also be able to obtain two-weeks annual duty with pay at these stations and units under funds provided at the beginning of this fiscal year to train 500 enlisted personnel.

Certain Volunteer Air Reserve ground officers are also eligible to attend two-weeks seminars under funds provided to train Reserve ground officers with backgrounds in aerology, air intelligence, aviation maintenance, aviation ordnance, aviation photography, catapult and arresting gear, combat information, electronics, photo-interpretation, recognition, and as ground school instructors.

Although many of the seminars have been completed, the following are still on the schedule and Volunteers with proper backgrounds may still apply for assignment to them:

Aviation Maintenance—16-29 April at NAS NEW YORK, NAS MINNEAPOLIS, and NAS LOS ALAMITOS; 14-27 May at New York; 4-17 June at Los Alamitos and Minneapolis.

Aviation Ordnance—4-17 June at NAS SEATTLE, NAS GROSSE ILE and NAS WILLOW GROVE.

Electronics—2-13 April at FAETu-Pac, NAS SAN DIEGO.

Recognition—4-17 June at NAS SEATTLE.

Ground School Instructors—7-20 May at NATC, NAS PENSACOLA.

Two weeks annual training duty is also available at regular intervals for Volunteer *air intelligence officers* with USN squadrons under ComAirPac and ComAirLant and for *CIC officers* at the Fleet training schools at Boston and Point Loma.

If present plans can be worked out, Volunteer *aerology officers* will also be able to take two-weeks training at Navy Weather Centrals.

Funds are also being requested in the budget for fiscal 1952 to provide training similar to that scheduled this year for 1000 naval aviators, 1000 ground officers and 500 enlisted men and women in the Volunteer Naval Air Reserve. It is planned to give the same priority of selection to Volunteers who are active in Volunteer Aviation Units or who have assigned mobilization billets or who are due for advancement in rate.

Volunteer Naval Air Reservists should submit requests for two-weeks training duty to their district commandants.

New Plans for AVUA's

Reservists who are active in Associated Volunteer Units A, as well as Volunteer Reserve pilots with ferry, utility and training experience, can now look forward to receiving 24 drills with pay in addition to two-weeks annual training duty with pay.

This is in keeping with plans that are now being formulated to incorporate a large number of the AVUA's into the Organized Naval Air Reserve as auxiliary squadrons and units on a 24-drill-with-pay basis. The change-over from the AVUA to the auxiliary squadron and unit set-up is slated to take place on 1 July, the beginning of fiscal 1952.

Plans call for the auxiliary squadrons and units to be based at stations and NARTU's under the Naval Air Reserve Training Command as well as at some sites of the present AVUA's.

Quotas set up for the new auxiliary squadrons and units are expected to permit the majority of those who are actively participating in the present AVUA program to transfer. There will also be considerable opportunity for Volunteer Air Reserve pilots who have backgrounds in ferry, utility and training as well as for additional enlisted personnel to affiliate themselves with the new program.

ABC's of Air Reserve Line-Up

You can tell an officer's rank by his stripes and an enlisted man's rating by his badge, but even the most savvy often have trouble defining the various categories of Naval Air Reservists and determining under whose cognizance they come. So here is the line-up:

Reserves on Continuous Active Duty—These Reserves, of course, serve on a fulltime basis. During such service they are entitled to the rights and privileges of all active duty personnel. Under the new regulations, all Reserve officers and men in this category will now have USN written after their names instead of USNR.

Organized Naval Air Reserves—These Reserves on inactive duty are members of Organized Reserve squadrons and wing staffs at stations and units under the Naval Air Reserve Training Command. They are under the cognizance of the Chief of Naval Air Reserve Training. They perform a minimum of 48 drills a year (usually one full weekend a month) and take a minimum of two weeks annual training duty a year. They are paid for both drill and training duty and build up points for retirement.

Associated Volunteer Naval Air Reserves—These Reserves on inactive duty either hold associated billets with Organized Reserve squadrons and wing staffs or they are members of Associated Volunteer Units A. They come under the cognizance of the Chief of Naval Air Reserve Training. Both groups are eligible for two-weeks training duty with pay and both build points towards retirement by attending drills and taking training.

Associated Volunteers, who drill with Organized squadrons and wing staffs, may or may not receive pay for drills, depending on whether or not pay is authorized for their billets. They are usually Reservists who are waiting for an Organized vacancy to occur or who belong to a classification not authorized for Organized squadrons such as WAVES.

Associated Volunteer Units A are "flying" units supported by stations and NARTU's within the Naval Air Reserve Training Command. If they are based at a field away from their parent station, planes are flown to them at certain intervals to provide flight training. Members of AVUA's do not receive pay for drill. (The AVUA program is now slated for inclusion in the Organized Reserve program.)

Volunteer Naval Air Reserves—These Reserves on inactive duty are under the cognizance of the commandants of their respective districts or river commands. They fall into three categories:

1. *Volunteer Naval Air Reserves who are members of Volunteer Aviation Units* located throughout the country. Their participation in VAU drills is voluntary and they receive no pay for drill. They do, however, receive credit towards retirement for attending properly authorized drills and they are given preference when they request two-weeks active training duty with pay. (VAU's are non-flying units. Sometimes they are converted to AVUA's and then they come under CNART.)

2. *Volunteer Naval Air Reserves, not members of VAU's, who have given continuous evidence of their interest in the Reserve program.* The great majority of Reserve veterans of World War II fall in this category. They are eligible for two-weeks training duty with pay, if they have the necessary backgrounds, and may build points to retirement.

3. *Volunteer Naval Air Reserves on the Inactive Status List*—These Reserves have been transferred to this category either at their own request or because they have been unable to show an interest in the Reserve program.

Inactive status permits a Reservist to maintain his identity with the Naval Air Reserve even though he is not in a position to participate, and he may return to "full status" at a later date, if qualified. While on the ISL, a Reservist is subject to being ordered into active service to the same degree as other Volunteer Reserves are.

The process of transferring officers to the Inactive Status List is a continuing one. Transfers are made for the following reasons:

a. Lack of interest—long standing failure to advise commandants of change of address, failure to answer official correspondence or submit required reports

b. Lack of progress—failure to earn sufficient retirement points before entering a promotion zone

c. Failure to meet physical qualifications

d. At own request.

Depending on available vacancies, all Volunteer Naval Air Reservists may join Organized squadrons or wing staffs or Associated Volunteer Units A. All may join Volunteer Aviation Units.

Volunteers Can Get Ahead

To encourage Volunteer Naval Air Reservists to continue their interest in the Navy and to keep up to date on naval aviation, the Navy now provides for these Reservists to earn points towards retirement (at age 60) and to qualify for promotion or advancement when due. Both promotions and advancements, of course, will be on a selective basis but a certain number of Volunteers are slated to go up in rank or rating at regular intervals.

Ways of earning credit towards retirement by taking correspondence courses and participating in drills and training duty are spelled out in a series of directives which may be found in the offices of the district commandants.

The new promotion regulations are outlined in Naval Reserve Multiple Address Letter 30-50 of 1 August 1950 (also to be found in the commandants' offices). To be eligible for selection, Volunteer Reserve officers must have earned a certain number of retirement points via participating in authorized AVUA or VAU drills, taking two-weeks annual training duty or being on active duty or by correspondence courses.

To qualify for promotion if selected, Volunteer officers must also have earned a certain number of promotion points, some of which must be (and all may be) earned by completing correspondence courses.

Enlisted Volunteer Naval Air Reservists may qualify for advancement when due by passing regular examinations for advancement in rate which are given at certain intervals at naval air stations and units under the Naval Air Reserve Training Command. To prepare for these exams, they may obtain training courses for their new rates as well as correspondence courses (completion of the latter will also count towards retirement credit).

In addition certain enlisted Volunteer Air Reservists, who have a degree from an accredited college or university and who can meet the general requirements of citizenship, physical fitness and the like, may apply for commissions.

Arkansas Reserves C. Smith, Baillie, B. Smith, Floyd, Masin, Knights, Luebben (r) Dillon and Ussery (f) of VAU 8-5 Siloam Springs

Texans All—Reserves Sibley, Morris, Delavan, Anderson, Troilo, Bowen, Revis, Roberts, Ellis, Escamilla, Lappert, and Latham

FIRST PRODUCTION *models of this carrier-based HUP-1 helicopter by Piasecki are now rolling off the lines at Morton, Pa., to fill a sizeable order by the Navy. This tandem-rotor helicopter with folding blades was designed especially to operate from carriers and can go down the elevator of a CVE-55 class carrier without folding the rotors, if necessary. The helicopter has been clocked at 131 mph, carries five passengers and a crew of two men. Other features are an internal rescue hatch adjacent to the pilot's seat, rotors seven feet above deck for safety reasons. An HUP-1 recently flew with a new Sperry autopilot.*

Weather Flying in England

British Instrument Man Compares Job

NAS CORPUS CHRISTI—Air traffic control reports with a British accent are commonplace around this area since Lt. John Routley, RN, an exchange pilot, was attached to the All Weather Flight School here as an instructor.

"Jack" says the biggest difference he has noticed so far in weather flying between American and British methods is the stringent control exercised by our ATC over air traffic. In England, little airways flying is done, most of the weather flying being direct from point to point via VHF/DF, with a letdown procedure made with the same gear.

The large differences in size of countries and amounts of commercial air travel have been the chief reasons, he believes, why American ATC procedures have necessarily been developed. In England, a trip to the other end of the country covers small enough distances to make air travel of no great value.

Hence, travel is usually by train or car. The same trip distance, applied from Corpus Christi, might not even reach the Texas border. "500 on top" is their usual procedure, with quadrantal heading altitude separation used when "500 on top" is impossible.

At many English bases, GCA will take planes orbiting at "500 on top" and give them complete let-down instructions. With the lower volume of traffic flying in poor weather, such procedures work out very well. But when one of the well-known English "pea soup" fogs arrive, there is little to do but stay on the ground, break out the British equivalent of the American pilot's acey-deucy board, and sit it out.

Wake Bugs Get Oil Spray

Hawaiian Plane Gives Islands a Bath

NAS BARBER'S POINT—Death rained on insects at Wake Island when a plane from VP-28 flew from here to Wake, sprayed the bugs with insecticide, despite heavy air traffic and migrating birds.

Robert G. Kirschner, AM-1 (AP), flew a specially-equipped PB4Y-2 which did the spraying to rid Wake and its neighboring islets of Peale and Wilkes of flies and mosquitoes.

It was necessary to fly low to spray the islands effectively, but it called for vigilance because other planes were taking off every five minutes with casualties from Korea.

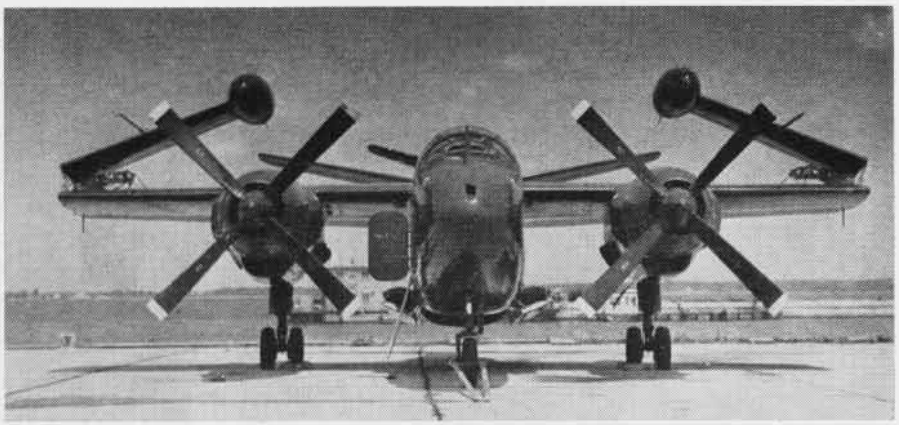
On Peale and Wilkes there were large numbers of migrating birds which flew up in the path of the spray plane. It was difficult to follow any set flight pattern for spraying because of numerous obstructions and other aircraft at low altitudes.

Only 20 minutes was required actually to spray the four square miles of the three islands. To accomplish it, however, Kirschner and his crew were in the air two hours because of the time required to make changes in flight due to obstructions. The insecticide used was 800 pounds of DDT powder mixed with diesel oil to make it liquid.

• MCAS EL TORO—Work has started on a $2,200,000 building program here—extension of two runways and establishment of a 75,000-barrel jet fuel tank farm.

• NAS GROSSE ILE—Running a close second to a basketball team in the local recreation league tournament, Navy Cagers suddenly found themselves in first place when the entire 13-man squad of the league leaders enlisted in the regular Navy. This is a switch on the old saying, "If you can't lick 'em, join 'em! There's no better way to win!"

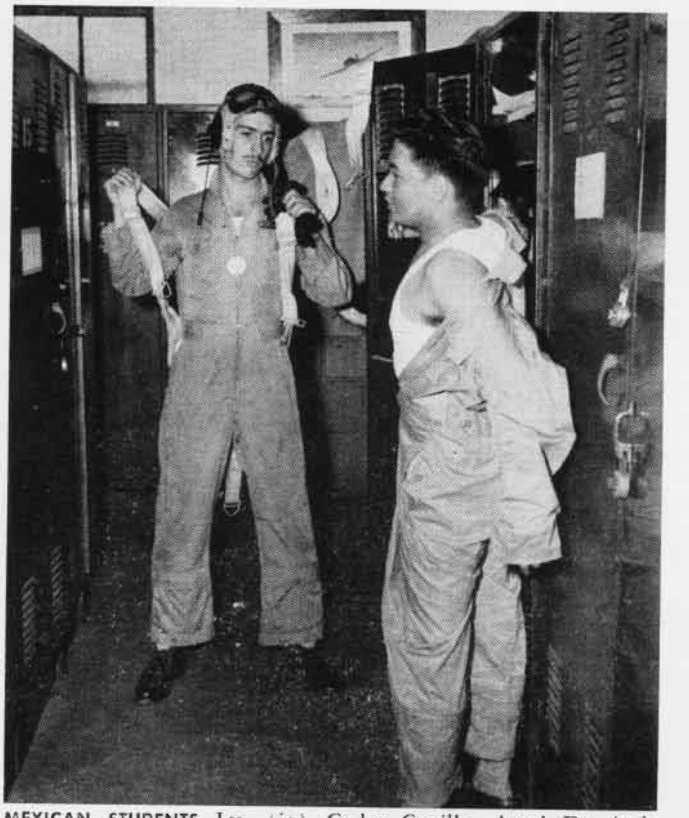
DRESSED FOR cold weather aboard *Phil Sea* off Korea is Wm. J. Lawton priming *Corsair*



TAKE A LOOK AT *that folding rudder, those folding wings, the twin engines and try to guess what this aircraft is. It is the Navy's newest carrier-based attack bomber, the North American AJ-1, which made its first carrier landings in September. The plane made takeoffs from a carrier as early as April. One of the first passengers when the plane did its arrested landings was John F. Floberg, Assistant Secretary of the Navy for Air. Powering this 50,000 pound giant are two R-2800 engines and one jet engine located in the after fuselage. It is the fourth multi-engine type aircraft to land aboard a carrier.*

Naval Air Trains Global Allies

ITALIAN CADETS Lt. Carlo Jorio, Lt. (jg) Luncio Taramithiotti, Lt. Victor Cottini finish day's flights at Whiting Field



MEXICAN STUDENTS Lts. (jg) Carlos Castillo, Azaul De Anda don flight suits at Corry Field to make a hop aboard *Cabot*

Foreign students from many lands, including England, Mexico, Italy, Uruguay and France, are receiving flight training at Navy schools or squadrons. Photos on this page shows a few of them doing what their fellow American aviation cadets do.

Some come back for refresher and advanced training, as in the case of Lt. Omar F. Agguire of the Uruguayan Navy, who just finished special training in AD-4's with VA-15 at Jacksonville. He acted as assistant maintenance officer for the squadron while he was doing this training work.

Agguire's first introduction to Navy aviation came in 1943 when he flew PBY's and OS2U's at Corpus Christi. Later he ferried TBM's and SNJ's to Uruguay and spent five weeks at Corpus last year in AD-1's.

One of the biggest problems for foreign students at Navy aviation schools is that of language. Terminology of aviation parts and systems is another handicap, even to English cadets in this country, but cooperative instructors and interested students soon get around that problem.

Some English aviators have been sent to this country and assigned to Navy squadrons for indoctrination into how they are organized and run. A somewhat similar exchange program has been operating for many months with the U. S. Air Force.

LT. OMAR F. AGGUIRE of Uruguayan Navy inspects terrain map with Lt. Loren Nelson, operations officer of VA-15 squadron

FRENCH CADETS at Pensacola study cutaway model of engine which powers the SNJ's they fly; cadets knowing English are picked

SLOT MACHINES GET THE 'DEEP SIX'

ON THE sandy bottom of the Atlantic ocean off Miami, in the aircraft junk heap at the air stations, or spinning merrily in the back room at Joe's bar are the slot machines today which once financed free recreation for naval air station officers' and CPO clubs.

The first of January, Pres. Truman signed S. 3357 making it illegal to ship slot machines across state borders. Simultaneously with his signature, ALNav 1-51 went out directing the destruction or disposal of all slot machines and similar gambling devices which pay off in money or property, aboard ship or on any area under Navy jurisdiction.

The blow fell mightily on the officers and chief petty officers clubs whose dinner costs and liquor prices were kept low because the profit from hundreds of slot machines kept down the overhead. Losses in revenue ran from $1,000 to $4,000 a month. Mess treasurers were forced to make immediate cuts in services, social events and free dances. They fired civilian employees and increased the price on food and drinks at the bar.

Most of the air stations took axes and broke up the machines, fiendish gleams in the eyes of the hatchetmen as they got even with the "one arm bandits" for past losses. Some loaded them in PBY's and dropped them bodily in the oceans. Others, forewarned as the bill went through Congress, sold their machines for a few cents on the dollar to private interests.

The law permits civilians to operate the machines provided state law does not outlaw them. But it specifically bans them on government property. As a result, civilian-owned bars and beer parlors outside air stations still operate the machines in some places, although they are barred from clubs on the station.

GLEEFUL ANACOSTIANS, CASEY, GRACE, STEIN, LENDERMAN, LALANDE DESTROY SLOT MACHINES

NAVAL AVIATION NEWS asked a few key air stations around the country what measures their officer's clubs were forced to take to keep operating despite the loss of revenue when the slot machines were destroyed. Briefly, this is what they reported:

ANACOSTIA—Revenue loss was about $1,500 to $2,000 a month. To offset some of this, the noon lunch was increased from 50 cents to 75 cents, some drinks in the bar went up 5c, the weekly Friday night free dances were cancelled. The NARTU across the field reported it would have to charge admission for the regular Saturday night dances which had been free and raise prices of drinks at the bar.

PATUXENT—Loss was estimated at $3,000 a month from the 25 slot and horse race machines. To offset this several civilian employees at the officers club were fired, a 10% tax was placed on all chit books, those paying by signing chits were required to pay $2 a month dues. Activities about the air station were encouraged to have monthly parties at the O club at $1 a head to boost revenue and increase liquor sales at the bar. Although Patuxent has no slot machines, outside the station gates bars and stores legally can have them since the county authorizes their use.

MIAMI—Losing the machines in the O and CPO clubs cut revenue so that almost all civilian help in them was notified it would be out of work shortly. Mess treasurer became almost a full-time job. Bingo games, pinball games and shuffleboard used to bring in more revenue. All machines were dumped 15 miles out in the ocean, from PBY's.

SEATTLE—Revenue loss reported at $4,000 a month. Bar drinks upped 5c each. Mixed drinks up 10c. Food prices increased 15% in mess. Slot machines all were sold before smashing instuctions were received.

ALAMEDA—Food prices were increased about 15c a meal, a 10% service charge on food and bar liquor prices, plus an extra 10% markup in the package store liquor. Civilians employed by the club were reduced, pinball and amusement devices installed. No change in dances.

NEW ORLEANS—Profits from machines helped offset deficit in closed mess dining room. First officers' dance after removal of machines lost $70. Free cocktail hour Fri-

FROM BLISTER OF PBY, MIAMI RESERVES GIVE SLOT MACHINES FROM 'O' CLUB THE DEEP SIX

days, free beer muster Saturday evening abolished. Smaller orchestras for dances, cover charges increased, as well as food. CPO club closed two nights a week. New state tax on liquor sold at military officers' messes may up prices further.

LOS ALAMITOS—CPO club discharged civilian bartender, cancelled social events and still loses $1200 to $1800 a month. Prices upped 5% on soft drinks, 5% on beer and 10% on mixed drinks. Officers club upped food and beer prices 10%, boosted packaged sales and still loses $1,000 a month. Revenue from machines formerly financed entertainments such as Military Affairs Committees of various chambers of commerce. No more parties or music at the club and Organized Reservists who came out for week-end training and stayed aboard Saturday night dropping off.

JACKSONVILLE—Package store sales markup boosted from 10% to 20%, drinks up 5-10c, monthly dues $1 to $2 added to bills of club. Discount for early payment of bill.

CORPUS CHRISTI—General increase in all prices at the club. Change from prepared menus to a short order service for evening meals, thereby saving money on food spoilage. Many entertainments planned to increase volume of business at bar and club.

EL TORO—Members' service charge upped from $1 a month to $3.50. Food prices raised 25%. About 10 civilian employes were laid off and in most cases replaced by military personnel. Station public works department doing maintenance instead of outside agencies. Staff NCO and enlisted clubs boosted beer from 15c to 20c. Sharper buying practices being used. Cheaper products procured. High-priced entertainment being replaced by lower. Efforts made to increase maximum use of all club activities. Installing pinball, bowling, shuffle board.

QUONSET POINT—Prices in general up 5% on all liquors, drinks. Juke boxes installed. CPO club operating bingo night with 25c admission. Prices of meals and free dance nights still obtain.

PENSACOLA—During 1950, slot machine "take" at Mustin Beach Club was $50,300. To compensate for loss a general increase in prices was put in. Seven employes were fired. Food prices up 10%, bar prices 5¢ a drink; package store up 5%; cigarets up to 15¢, golf club bar open 6 instead of 7 days.

CHERRY POINT—O club loss $2,000 a month, small compared to revenue drop at staff NCO club, due to distance of O club from BOQ's. Few steps taken to regain loss. Coin-operated bowling device replaced 11 machines. Service charge to officers upped a dollar to $3.50 a month. Package liquor prices up, free dances reduced.

GROSSE ILE—Shuffle board and pinball machines replaced slot machines, revenue going to pay for Saturday dance orchestra. Free peanuts, popcorn, pretzels and such at bar now are sold. Employes in open mess reduced and some wages cut. Prices of food, drinks to go up. Bingo games and Monte Carlo night being studied to boost patronage.

INYOKERN—Loss of slot machine revenues serious blow to Officers Mess operations. Morale contribution of all messes is important, especially in remote stations like this where lack of volume also keeps down profits.

Navy Pilots Test AF Planes

DEMOTHBALLED AND REHABILITATED F-51'S AT HENLEY FIELD WAIT TEST BY NAVY PILOTS

A NAVY activity is supervising the overhaul of Air Force F-51's and C-54's. Navy pilots are flight testing them, too.

Locale of this development in unified military effort is the Bureau of Aeronautics Representative's Office in Dallas. BAR is Capt. A. E. Olney. The office itself is located in the Chance Vought Aircraft building. Next door, however, is the Texas Engineering and Manufacturing Company, TEMCO, for short, where the Air Force planes are worked on. The plant is a Navy controlled plant leased to Chance Vought and sub leased to TEMCO.

To avoid duplication of effort, it was agreed that the BAR office would administer the overhaul of C-54's and the conversion of some to hospital evacuation planes for MATS, and the demothballing and rehabilitation of the F-51's. Every plane completed by TEMCO is flight tested by pilots attached to the BAR office. MATS representative in launching the program was Cdr. M. W. Mason, assigned for duty to the transport service.

The new "evac" modification of the C-54's is called the CE-54M designed especially to permit rapid evacuation of sick and wounded military personnel from overseas bases. TEMCO has already overhauled more than 500 C-54's in two years. The "evac" configuration is the extension of this program.

BAR, DALLAS, SUPERVISES C-54 CONVERSIONS

Features of the "evac" plane include a heating and ventilation system which can be controlled at each patient station.

The entire top of the fuselage down to below the cabin line is painted with a special solar heat resisting white lacquer developed by the Pittsburgh Plate Glass Co. for the Office of Naval Research. This paint job reduces cabin temperatures from 6° to 16° F. A new type of window filters about 60% of the solar heat energy.

Vibration proof stretcher slings increase patient comfort. Stretchers are 18" wide compared with the former 14". Each plane carries up to 32 litter patients plus attendants and flight crew.

The oxygen system has been revised. In the rear of the plane is a compact medical station and a complete galley. An automatic disinfection system, developed by the Naval Air Station, Jacksonville, is installed to control insect infestations.

An electric stretcher lift with a capacity of two stretchers is standard equipment.

These planes are now doing yeoman service from Korea to the United States.

Spend Night in Bucking PBM

Corpus Ties Seaplanes to Buoy Floats

NAS CORPUS CHRISTI—A new kind of sea duty:

With the advent of winter months, this station turns its thoughts to beaching seaplanes operating for the Advanced Training Command. Safely beaching seaplanes in high velocity northern winds and rough waters presents an almost insurmountable task.

To overcome this, ATU-10 beach crew officer devised a plan of mooring six buoys close to shore at the extreme north end of the seaplane operating area. Aircraft caught in bad weather can tie up to these buoys and ride out the weather in relative safety.

At best, spending the night aboard a moored seaplane under such conditions is far from pleasant. Therefore, food and blankets were placed aboard to alleviate as much discomfort as possible.

JET GOOD PHOTO PLANE

USS PRINCETON—VC-61 flew the Navy's first jetborne combat photo mission from this carrier to the Chosin reservoir in December to aid in the Marine evacuation maneuver from that Korean trap.

The unit operated over the area from Chongjin to Wonsan and north to the Yalu. Lt. C. A. Cooper is officer-in-charge of these first Navy jets to be used for aerial photographic work. The unit consists of three pilots—Hooper, Lts. (jg) John E. Smith and George Elmies—and 14 enlisted men.

Equipment includes three *Panther* jets, sonne cameras for low altitude reconnaisance and K-17 aerial cameras with 6″ to 12″ focal lengths for vertical work and 6″ for horizontal and oblique exposures.

The photo equipment is mounted in the nose section, which will accommodate the vertical and oblique cameras at the same time. VC-61 pilots like the *Panther* for stability due to lack of vibration, better visibility for both camera and pilot, excellent range and speed. Oil does not smear the photo windows as do prop-driven aircraft which carry cameras in the belly.

VC-61's photo *Panthers,* considered about 15 knots faster than their fighter counterparts, have operated to 42,500 feet and are doing considerable work at 25,000 feet where the cameras have functioned well in —35 to —40 degree temperatures. They have been operated 400 to 500 knots at 300 feet altitude for low level reconnaisance.

THESE MEN ARE NAVY'S FIRST JET PHOTO UNIT

The accompanying photo shows the three pilots in the front row, Elmies, Hooper and Smith; second row, A. E. Eardley, ADC; W. W. Collier, AFC; J. F. Taylor, AMC. Third row, B. J. Baxter, AF3; M. G. Lane, AFAN; E. F. Gatlin, AD1; B. J. Miller, AF3; L. W. Smith, ADAN. Fourth row, N. L. Hull, AT2; B. L. Kennec, AMAN; B. E. Adams, AD2; E. O. Kearley, EM3; D. Gaines, SD1.

Kula Gulf Joins Carriers

CVE Taken From Mothballs in Boston

Newest of the World War II aircraft carriers to join the active fleet is the CVE *Kula Gulf,* which was placed in commission during February at the Boston Naval Shipyard.

The CVE-108 was one of a group of escort carriers designed to provide ocean convoys with air cover. She was commissioned in May, 1945, with Capt. John W. King commanding. Although she joined the Pacific fleet too late to see action, the *Kula Gulf* was kept busy in 1945-6 bringing troops back from the Pacific theater. Capt. Alden D. Schwarz is present commanding officer of the ship.

CLAIMANTS OF *a record for accident-free flight hours in jet aircraft are these pilots of the famous Red Rippers squadron, VF-11. During August they flew 1024 hours without any crashes and with only 16 planes on hand, so they rate having their pictures in the News. They are, rear row: Cross, Gureck, Basso, McGinty, Dreesen, McDonald, Huelsbeck, Cowell, Knighten, Sandon, Rogers, MacIntire, Menefee. Front row: Andrews, Marr, Gillespie, Rulis, Soisson, Garrett, Jenkins, exec; Werner, skipper; Brown, McDonnell representative; Fisher, Dzamka, Axell, Stuyvesant, Lewis, Ames and Stevenson. They flew the record in F2H's.*

Two New VP Outfits Form

VP-61 Splits Off from Parent Squadron

A new patrol squadron, VP-61, was recommissioned on 20 January at NAAS MIRAMAR under command of Cdr. J. L. Pennell, former officer in charge of the photo interpretation center in Washington, D. C. Exec is LCdr. Clellan B. McAfee.

The squadron was decommissioned a year ago and merged with VC-61, making that outfit the largest in the Pacific Fleet. Its pilots flew everything from jets to old four-engined *Liberators.*

As VC-61, the squadron mapped more than 100,000 square miles of Alaska and Labrador. In addition, it furnished fighter reconnaissance planes that operated from carriers over Korea.

Another new patrol squadron also was formed at San Diego, VP-40, commanded by Cdr. V. V. Utgoff. Executive officer is LCdr. John Reef. The squadron will fly PBM's.

SEATED ON A *VMT-2 tractor at MCAS* EL TORO *is Kathleen Hughes, who is a movie starlet. She has been dubbed "Miss Close Support" by Leathernecks at the station. She christened a Korea-bound Corsair "Halls of Montezuma", a new movie about Marines.*

Stops UF-1 After 300 Feet

Reversing Props On Landing Pays Off

NAS GUANTANAMO BAY—Pilots of this Cuban station sometimes are called on to take planes into some fairly questionable airfields in the West Indies.

On a recent mission to deliver gasoline to four stranded F4U's at Sanctii Spiritus, Cuba, Cdr. W. T. Sutherland, operations officer, in a UF-1 *Albatross* equipped with two fully-loaded external auxiliary drop tanks and full internal gas load, sat down on the end of a bad runway. He reversed props and stopped in the *first* 300 feet of the runway. He even has witnesses to prove his story.

Pilots Ride in Escalators

Oriskany Provides Quick Ride to Deck

VC-61, MIRAMAR—What are those Navy pilots doing? Riding the escalator down to Macy's basement in the accompanying photograph?

On the contrary, you are looking at the newest wrinkle in naval aviation, escalators on aircraft carriers. To be exact, the escalators are on the newly-commissioned CV *Oriskany* and they are used to get the pilots up to the flight deck from the hangar deck without the usual scrambling up ladders. The steps "reverse" to carry the pilots down.

The four men are Lts. J. E. Hotvedt, H. A. Tompkins, R. N. Brown and J. H. Siekenius, jet photo pilots from

VC-61 PHOTO PILOTS TRY ORISKANY ESCALATOR

VC-61. They recently made carrier qualification on the *Oriskany* off NAS JACKSONVILLE, Fla.

Commanded by Cdr. C. D. Simonsen and based at Miramar, Cal., VC-61 had both multi-engine and single engine detachments scattered practically all over the world. It was the Navy's largest photographic squadron. (See opposite page)

CV Sick Bay Saves Airman

Hit by Prop, Man Gets Fast Treatment

USS VALLEY FORGE—Sick Bay, one of those integral parts of an aircraft carrier which does a lot of work and gets little publicity, got a chance to do a topnotch job recently when an airman was badly injured by a whirling propeller.

Thomas R. Briody, the airman, stepped into the prop. His side was gashed in three places, exposing his intestines. He received a broken pelvic bone and an inch was cut off the left side of his head, exposing an egg-sized portion of his brain a critical injury.

Air Group Flight Surgeon, Lt. (jg) Bennett was on the scene immediately and had Briody transferred to sick bay. Cdr. Joseph W. Weaver, head of sick bay, with Lt. (jg) Larry J. Hines, Cdr. Charles Rickard, and Cdr. Virgilio, all of the medical corps, began the struggle to save the man's life.

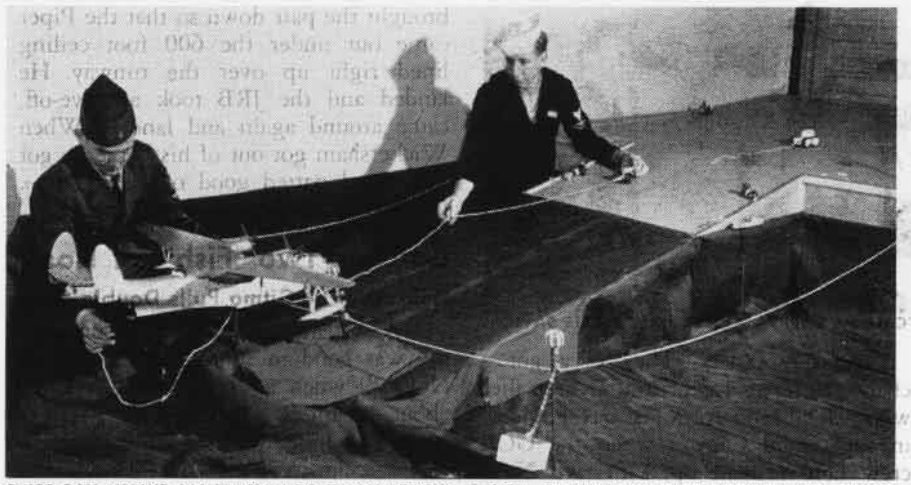
Unless he was aided immediately, he would die, so at 0630 treatment was started. The dying man was given whole blood transfusions and plasma, and he rallied from the shock. The surgeons began to work on his head and side. Just as they started the man took a sudden turn for the worse and more blood and plasma was given. Again he rallied and the work went on.

First they closed the gashes in the man's side, then covered the head wound with vaseline pressure dressings. He then was placed in a quiet room and fed intravenously. He came around in good shape and three days later was transferred to the hospital ship *Consolation*, via the DD *Osborne*.

Briody later was taken to Yokosuka naval hospital where he was reported recovering.

CARRIER MEN TRANSFER BRIODY TO DESTROYER

Models Train Beaching Crew



CHIEF GAY SHOWS CAMERAMAN POHLMAN BEACHING OF A MARINER PLANE WITH TRAINING MODEL

A training device to check out beaching crewmen in the difficult technique of bringing big patrol planes up to the ramp has been developed at the Naval Examining Center, Norfolk.

The device was developed by Chief Aviation Boatswain's Mate Osie H. Gay. The model is complete with PBM, boats, tractors, men and securing lines. It was built by Chief Gay on his own time and at his own expense.

Workings of the model start with the plane throwing its lines on the buoy in the simulated harbor and follows through until it is parked and secured with anchoring lines.

In addition to training beaching crews, the model has been used for securing pictures for Navy training publications. Two cameramen from NAS NORFOLK, L. W. Pohlman, AF3 and Seaman W. E. Neice, worked three days making 100-odd pictures to be used in books of BUPERS. They will be used in making up tests for Navy men through the Naval Examining Center, the photos showing every step in the job of beaching a P-boat.

Technical assistance in laying out the model was supplied by another old hand at the job, R. E. Shaw, ABM1, a beachmaster at Norfolk.

READY TO TEE OFF *in exhibition match at* NAS GLENVIEW *are Lawson Little, 'Gig' Bramstedt (NAS pro), Joe Chetlain* SR, *RAdm Austin K. Doyle CNART, Jack Burke Jr., and Dick Mayer who broke course record*

GCA Saves Lost Aviator

Navy Repays Debt to a Lost Arizonan

'CALL ME HAPPY,' WICKERSHAM GREETS SAVIORS

NAS ST. LOUIS—The Navy got a chance to repay a debt to a civilian flier who helped hunt for a lost naval aviator in the Grand Canyon when the GCA crew here teamed up with two Navy pilots to save the lost civilian.

W. R. Wickersham of Phoenix, Ariz., was flying over St. Louis on 13 January and became lost in the overcast. Flying 500 feet on top of the clouds, he contacted Lambert Field tower, reporting he had three hours of fuel in his Piper Pacer. He had insufficient flight instruments to do a GCA letdown and did not know where he was. He could not even receive the GCA frequency.

LCdr. W. C. Griese and Lt. (jg) Cletus Futrell took off in a JRB and climbed above the overcast to 7,500 feet and joined up with Wickersham. After 20 minutes of formation instruction, Griese instructed the GCA truck to start bringing him in with the Arizonan flying wing on him.

Down through the overcast came the two planes, Wickersham flying 200 feet off the JRB's wing. The GCA crew brought the pair down so that the Piper came out under the 600 foot ceiling lined right up over the runway. He landed and the JRB took a wave-off, came around again and landed. When Wickersham got out of his plane he got down and patted good old *terra firma.* GCA had another life-time friend.

Catches Two 'Fish' on Hook

Helicopter at Gitmo Pulls Double Save

NAS GUANTANAMO BAY—The fishing was good in sunny Gitmo Bay on Nov. 29 when a VU-10 TBM3U ditched about 15 miles at sea. Lt. (jg) D. E. Nash and John Mackay, ADC, made it to the scene in about 18 minutes in an HO3S-1 and hauled the survivors aboard.

Nash thought that it was unusually heavy on the hoist side during the first hoist, but almost dropped his teeth when he glanced around after the first survivor was aboard and saw another pair of hands still clinging to the hoist.

J. F. Huff, CAP, pilot of the ditched plane, had come up on the hoist by inserting his knee into the sling on top of the hands of S. E. Goebel, AT3, who had no choice but to come up with him.

The operating load limit on the HO3S-1 hoist is 300 pounds and, of course, it is not recommended that this limit ever be exceeded, even with two soaking-wet flying machine men aboard. Anyway, all's well that ends well.

FROM FAR OFF *Pacific comes the above picture of Crew #13, composed of "ground pounders" from VP-22, whose most perilous mission has been to pull an APU through mosquito-ridden areas. Complete with battle awards, emergency liquid rations, radar scope and gun camera, the crew of CE-13 are, front: ChMach C. F. Allen, R. E. Coley, AMC; R. Beach, ADC; and E. W. Harbes, AOC. Perched in the "plane" are Harold C. Reynolds, Philco representative; Ralph P. Carson, Lockheed rep.; Lt. D. S. Loughran, F. Strack, ALC; D. L. Sudduth, ADC and G. E. Kellner, ADC, PPC, who incidentally, holds a CAA multi-engine ratine.*

THREE MATS *officers were admitted to the United States Supreme Court bar on Friday, 13 October. They are Maj. James M. McGarry, Cdr. Walter J. Murphy and LCol. Albert J. Clark, shown here with Col. James J. Kneusal, admiring the latter's certificate.*

Navy Reopens Four Stations

Expanded Training Needs More Area

Four air stations on the east and west coasts will be reactivated during the first half of calendar year 1951, the Navy has announced.

Those to be taken out of "mothballs" are NAF BRUNSWICK, Maine; NAAS SANFORD, Fla.; NAAS KINGSVILLE, Texas, and MCAF SANTA ANA, California. The expanded naval aviation program has necessitated reopening of these fields.

Brunswick and Sanford will support Atlantic fleet air activities, supplementing Jacksonville and Quonset Point. Brunswick will start out as an air facility and eventually grow to an air station.

Kingsville will be used for jet transition training. The former naval air station at Santa Ana will be turned over to the Marines and will have a primary mission of training Pacific Fleet Marine Force helicopter pilots. It formerly was a blimp base for the Navy.

Some part of these facilities are at present on lease or in possession of civilians, institutions and municipalities. They were turned over to them with the provision that in the event of national emergency they could be reclaimed by the Navy.

The Navy recently opened another naval air station at Atsugi, Japan, augmenting work done at the seaplane base at NAF YOKOSUKA.

"NO, NO, STUPID. YOU AIN'T SUPPOSED TO USE A BOAT HOOK ON A CARRIER LANDING!"

First Jets Aboard Oriskany

VF-11 Initial Squadron on New Carrier

USS ORISKANY—First jet aircraft to be operated from the decks of this newest aircraft carrier were flown by pilots of VF-11 from NAS JACKSONVILLE.

The *Red Rippers* held their F2H carrier qualifications aboard the *Oriskany* when she was operating off Jacksonville. The *Oriskany,* a 31,000-ton carrier of the *Essex* class, was launched in 1944 but not commissioned until late last year. Between her launching and commissioning, she underwent extensive remodeling and modernization.

One of the Navy's oldest squadrons, the *Red Rippers* recently set a record for utilization of jet aircraft by a fleet unit. Its skipper is LCdr. Ralph L. Werner.

NOTE ONLY TWO WHEELS VISIBLE IN LANDING

Tricky Landing on Carrier

Two-Wheel Feat Performed with F9F

One of the trickiest carrier landings—and in a jet too—ever made has been reported to NAVAL AVIATION NEWS by VF-61.

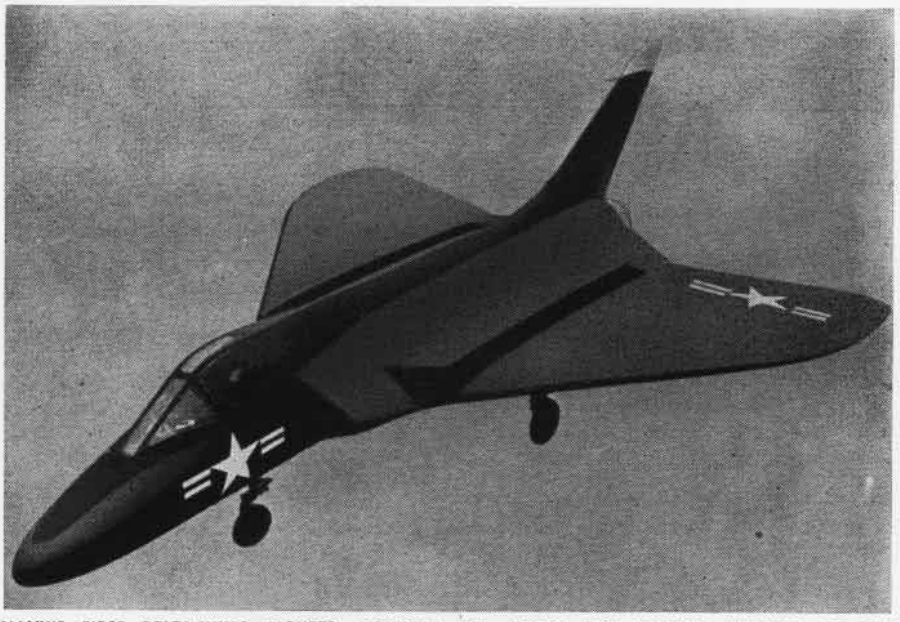
Pictured in the accompanying picture is an F9F-2 flown by Lt. (jg) John P. Eells. He brought his *Panther* in for an emergency landing on the CVB *Franklin D. Roosevelt* with only a nose wheel and a right main landing gear—without wrecking it!

His left main gear failed to extend after all possible means of lowering it were exhausted. After burning off excess fuel, Lt. (jg) Eells entered the pattern, made a perfect pass, received his cut and landed.

After catching the wire, the plane rolled forward on the nose and right main gear until all forward motion was lost. At this time the aircraft settled on its left wing tip tank, causing only minor damage to the tank.

With a change of tip tank and correction of the left wheel well door timing mechanism (the real culprit), the plane was operationally flying within a few days.

Another pilot of VF-61, Ens. G. T. Thrower, was featured in the NEWS January issue, pg. 17, for making an emergency landing at Nassau, Bahamas.



NAVY'S FIRST DELTA-WING FIGHTER, DOUGLAS F4D, LOOKS LIKE SMALLER VERSION OF F7U

NEW DELTA-WING FIGHTER

Newest addition to the Navy's stable of fighter planes is the XF4D built by Douglas Aircraft Co., at El Segundo, Calif.

The carrier-based jet, designed especially for high altitude interception, has passed its initial flight tests successfully. It is the first delta-wing plane produced for the Navy and looks somewhat like a smaller version of the two-tailed F7U-1 *Cutlass,* a two-engine fighter by Chance Vought Aircraft Co.

Especially contrasting between the two is the rudder area of the F7U as compared to the slim thumb-like single stablizer and rudder of the new Douglas interceptor. No details were released on the power plant of the XF4D, except that it has a single jet.

First flight tests were conducted at Edwards Air Force Base, Muroc, Calif. The Navy's F3D *Skynight* twin-jet night-fighter, the AD *Skyraider* attack plane now active in Korea, and the A2D *Skyshark,* turboprop carrier attack plane, also are in production at El Segundo.

Unification Saves Two Lives

Navy Controlman Guides AF Pilots In

Unification is here to stay! At least that's the thought of two Air Force captains stationed at the Lowry AF Base in Denver.

Both are thankful that NAS DENVER has an alert aircraft controlman second class, in the person of Marvin Witt, on the job. That's what made possible the safe landing of Pilot Charles A. Ludwig and his copilot, James E. Beitzel, in their B-25 on a night of heavy snow and low visibility.

On 6 January, the two men were flying from Rapid City, S. D. to the Lowry Base at Denver. Their low frequency radio and radio compass went out near Cheyenne, Wyoming. They continued on their way, flying on instruments until their ETA had passed. They used their high frequency radio and called Stapleton tower at Denver's municipal airport.

Unable to get through by radio to their own field, Stapleton told them to try the Naval Air Station's field direction finder, a high frequency apparatus manned by Witt.

When the first radio contact was made with the air station, the plane was southeast of Denver.

"They just wanted me to keep them away from those mountains, and that's what I did," Witt said. (The mountains are directly west of Denver.)

Witt set them a course and worked the B-25 out northeast of Denver. The plane dropped from 8,000 to 7,500 feet, and then to 6,000.

"Finally," Ludwig said, "we flew straight over the Naval Air Station and then saw the glow of Denver's lights. We first saw ground at a traffic intersection a little north and west of Lowry."

The pilots brought the plane down at their base a little less than an hour after the first radio contact with the naval air station.

Ludwig said, "We wouldn't have been able to do it without the Navy."

• NAS PENSACOLA—Fleet Admiral Flavio Francisco De Medeiros, chief of staff of the Brazilian Navy, visited this training station and saw carrier quals aboard the *Wright.*

LETTERS

SIRS:

I have just finished reading your article, "Omni-Range Trainer is Ready," in the January 1951 issue of NAVAL AVIATION NEWS, and I hope the trainer doesn't work as you say it does.

The statement of paragraph 4 that "the course reading at this point would be the true magnetic bearing to or from the station, *depending on the heading of the plane at the time of reading*" (italics mine) is obviously incorrect. One of the fundamental concepts of the omni-range system is that the course reading when the needle is centered gives the true magnetic bearing of the aircraft to or from the ground station *regardless* of the heading of the aircraft.

The other question concerns paragraph 6 which gives the course line computer the "once over lightly." I know of no proposal to build or of the existence of a course line computer which works in accordance with your description. To my knowledge, the course line computer was never intended to indicate automatically the proper course on the *course selector* which in your article refers to the course selector of the basic omni-range system.

R. E. LAMB, CDR.,
ELECTRONICS TEST DIVISION
NAVAL AIR TEST CENTER
PATUXENT RIVER, MARYLAND

¶ Special Devices Center says Cdr. Lamb is right; the trainer doesn't work as one of the SDC writers described it.

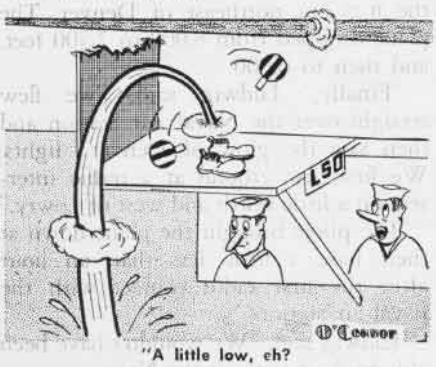
SIRS:

I note in a recent newspaper a photograph of an Air Force man who had 1200 hours of combat in single-engine aircraft to his credit. The article said the man, LCol. Donald J. M. Blakeslee, had the largest number of hours of that type of any pilot.

Seems to me there might be a Navy pilot with more single-engine combat hours than that. Anybody challenge Col. Blakeslee's mark?

PUBLIC INFORMATION OFFICER
WASHINGTON, D. C.

¶ Anybody having a better record or knowing of a Navy or Marine pilot who can beat this, write in to the NEWS.



"A little low, eh?

SIRS:

With reference to Naval Aviation News, January 1951, "Squadron Insignia," when did VF-11 take over the World War II squadron insignia of VF-4?

BENJAMIN F. LANE,
LT., USNR
DURHAM, N. C.

¶ Originally VF-11 was VF-4. When the squadron became VF-11 on 2 August 1948, it changed its designation, but not its insignia.

SIRS:

Keep up the fine work of informing your readers of the latest in naval aviation both technical and personal. Your articles are a wonderful source of pertinent and timely facts and I look forward to reading every edition.

I thought you would be interested in knowing that we of the Organized Naval Air Reserve appreciate being kept abreast of the times and hearing about the fellows in the finest military organization in the world.

LT. (jg) STEVE R. BIGGART
VF-873, NAS OAKLAND

SIRS:

Doubtless by this time you have been deluged with letters pointing out a discrepancy in your November article "Needn't Be Ashamed of Specs."

The point of the article is well taken, however technically it is not the iris that controls near point of vision. The iris certainly does compare with the stop setting on a camera. This means it controls the amount of light reaching the interior of the eye (the retina).

Although the iris does produce a dilated pupil when the individual looks at a distance and a constricted pupil when he looks at a very close object, this automatic change of stop opening is only incidental to change of focus. Change of focus is accomplished by change in thickness of the lens of the eye which is under control of the ciliary muscle.

As is true with a camera, change of size of stop opening (the pupil) modifies depth of focus. If you are near-sighted, prove this by looking at a distant object through a pin hole instead of glasses.

The near point of vision, or the nearest point at which objects can be brought into focus gradually recedes as was pointed out in your article. It is about 3" from the bridge of the nose at 8 years, 4" at 24 years of age, 7" at 40 years and 20" at 50.

The receding of the near point of vision is due to diminished elasticity of the lens which accompanies advancing age. The muscles of the eye are no longer able to thicken the lens as they did. Comparison might be made to a camera in which the setting for distance (or focus) has become defective so that it can no longer get clear pictures of subjects at short range. Glasses used for correction (convex lenses) correspond in every way to a portrait lens attachment.

C. L. RICKERT, CDR., MC
USS LEYTE, PACIFIC

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● THE COVER

Four Banshees from VF-171 based aboard the CVB Coral Sea were caught in spectacular formation by 2nd Lt. D. C. Doster, USMC, attached to the Second Marine Air Wing photo detachment. Pilots in the picture are LCdr. R. F. Regan, Ens. D. M. Trimble, Lt. H. J. Tate and Lt. (jg) W. J. Hewitt.

● BACK COVER

Unusual photo of an FJ-1 jet, taken from another jet plane, shows huge Naval Supply Center at Oakland, Calif. At top of photo are San Francisco, Treasure Island, Alcatraz, Golden Gate bridge and the Pacific.

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SQUADRON INSIGNIA

TWO AIR stations and two squadrons are represented in this month's insignia display. VF-772 of NAS Los Alamitos features a red devil and a black speedbird. FASRon-112's new insignia shows a battered PV being serviced by a willing schmoo which cures all of its ills. NAAS Monterey, Calif., where 380 naval aviators get in their time while attending line school includes the words "Flight Skill" as indicative of its mission, plus a winged horseshoe for luck. Reserve station Birmingham features the god Vulcan, the fire god, for the city's steel industry, and the forges he uses for his work.

NAS Birmingham

NAAS Monterey

FASRon-112

VF-772

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